WHITNEY 250 NAT'L. MX
Howerton wins match, DiStefano wins all the marbles By Jody Weisel

ILC DELAWARE GRAND NAT'L.
Eastern riders make it three in a row! By Gary Van Voorhis

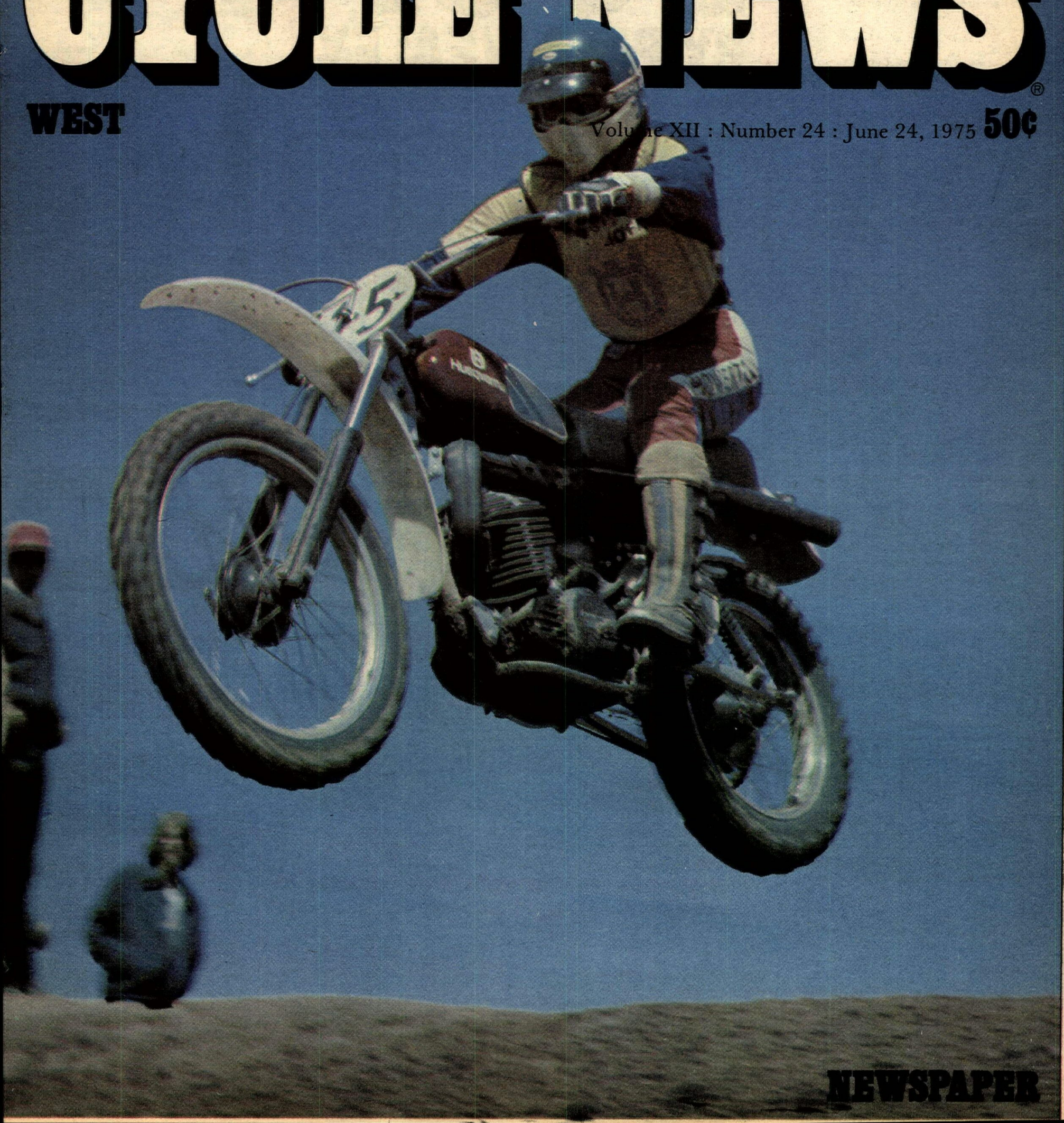
RIDING IMPRESSION
Bashing about with Honda's latest lightweight By Larry Langley

BAJA 500
Door slammer's sweet revenge By Charles Clayton

CYCLE NEWS®

WEST

Volume XII : Number 24 : June 24, 1975 50¢



NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Roger DeCoster (Suz) and Heikki Mikkola (Hus) finished one-two in both motos of the June 15 French 500cc Grand Prix MX. Mikkola will carry a slim six points lead (120 to 114) over DeCoster into next Sunday's U.S. GP at Carlsbad, California.

KNBC, Channel 7 in the Los Angeles area, will broadcast Peter Starr's "Champion Spark Plug Motorcycle Classic" film from Ontario at 5:30 p.m., June 22.

Signal Hill Fiesta's second annual bicycle motocross is set for June 28, in the field behind City Hall, Signal Hill, Calif. Signups are from 9 a.m. to 10:30 a.m., Novice and Expert in several age classes, plus sidehacks and powderpuffs. Must have proof of age to register.

Mark Williams (Nor) took over the Pacific Regional Expert points lead by winning the AMA Regional TT at Clackamas, Oregon. The Expert final started Mark's Norton, 10 Triumphs, and a lone Harley ridden by Bruce Hanlon to ninth place. Results in the Results Section.

Big indoor swap meet at the Great Western Exhibit Center, Santa Ana Fwy. at Atlantic in Los Angeles. Good place to pick up a bargin or unload some old stuff. Make sure it's just your own stuff you unload, because every third buyer is likely to be a cop, these days.

Londoners take their commuting seriously. In the "Great Commuter Run" through morning rush-hour traffic from Putney to Fleet Street, journalist Steve Hackett won hands down on a Kawasaki KZ 400, averaging 15.37 MPH through stop-and-go traffic at a total cost of 40¢ for the trip. Other competitors chose car, bus, subway, bicycle, boat up the Thames, and even a horse-drawn carriage. The car averaged 6.31 MPH, cost $3.28 one way. The bus-borne contestant waited at the stop 35 minutes, gave up, and took the subway – oops, I mean "tube".

Benton/Owens Valley residents/riders: BLM Open House meetings are scheduled the week of June 16-20 on the Benton-Owens Valley Planning Units. The June 18 meeting is at the DPW office, Big Pine, June 19 in the DPW at Lone Pine. Both these meetings 10 a.m.-2 p.m. and 6-8 p.m. June 20 meeting is at Benton School, Benton, Ca. 7-9 p.m.

Though cancellation notices on the July 6 Stockton Regional Mile may have been mailed out, Wildcat and Triple C Productions have asked to pick up the sanction to run the race as scheduled. Call (209) 948-4338 for details.

Los Angeles County Sheriff Pitchess drew applause from a joint Chamber of Commerce meeting when he announced that a group of his deputies were being trained on motorcycles to chase dirt bikers (working in concert with cars and helicopters) in Santa Clarita and Antelope Valleys. The guys who applauded (businessmen all) should know that dirt bikers spent $116,000 in California City over a two day weekend this year. Now applaud the Sheriff some more.

Pitchess, in a light-hearted mood, asked the local landowners not to shoot at his bike-riding deputies. Gee, Sheriff, we thought anybody on a motorcycle was fair game.

We note that while the L.A. County Supervisors are agonizing over budget cuts, including a swipe at the Rapid Transit District which may torpedo the highly successful 25-cent fare, Pitchess will probably get carte blanche to play cowboys and Indians with his motorcycle/helicopter/prowl car task force. Ain't government wonderful? [illegible] anybody had one?

While some Chambers of Commerce favor chasing away dirt bikers, other businessmen like the color of our money just fine. Wonder what (or who) their Special was?

July 1 has been set for a meeting between Al Eames and manufacturers' team reps to select the American ISDT riders.

The AMA has requested 40 slots for American riders in the 1975 ISDT. Competition Development Manager Al Eames admits we'll probably not get our full request. "I anticipate that the ACU (Britain's "AMA") will accept approximately 30 American entries, but we won't receive official word until July at the earliest."

Seven years ago today (more or less) Craig Vetter borrowed $80 from his girlfriend and went into the fairing business. Today he employes 212 people, makes fairings, builds the world's most sophisticated sidecar and imports Rickman chassis. Who knows, the G.A.M. may be his next project.

The Los Angeles Times devoted 14 column inches (including photo) to a story about three French daredevils who rode a minibike across Niagara Falls on wires that normally carry a cablecar. Neat. Wonder how many inches they'll give the USGP at Carlsbad?

Bates Leathers is providing Superbowl pro riders with "Powered by Oly" chest protectors, and it also says here that Harry Oxley will be recreated as a surf goldfish. Yeah?

Sunshine Yamaha (714)633-0064 is set up as Orange County Superbowl headquarters.

Don't forget, June 20 is also the deadline date for comments to the BLM on the El Paso-Red Mountain areas.

The California Air Resources Board has scheduled a public meeting in San Francisco for July 15. Subject: Emission controls for motorcycles. You knew it was coming, didn't you? We'll have the exact place and time as soon as the folks down at CARB find it. Seems they lost their meeting.

If we allow those clowns to take carte blanche with our bikes, we're ALL going to lose it.

All you guys out there interested in racing 500cc over head valve and 750cc flat head motorcycles on the quarter mile at Ascot contact John Gibson at 2310 Vista Rd., La Habra, Calif. 90631.

Information number and address for the July 20 Sacramento Mile (CMC National): (209) 948-4338, or write Wildcat Productions, P.O. Box 4525, Stockton, Ca. 95204. The new Cal-Expo track, currently running trotters (that's horses) has never hosted a motorized race.

Desert Wheels MC and the Edwards AFB Safety Council will show "On Any Sunday" Thursday night, June 19, at 7 p.m. at A-1 Cycles Supply. Malcolm hisself will be there after the show to bench-race and answer questions.

Recession's coming close to home – Patty Prestige getting her pinkslip from the Ascot management with no warning. Ironically, she was starting to race cars, and was beginning to trophy regularly and pick up sponsorship. She wants to stay in the L.A. area and is seriously looking for work, see her ad in Want Ads this week.

Another downer from a track's management – Pat Manning's CMC road races summarily ousted from O.C.I.R. so they can have Sunday swap meets on the drag strip. Fancy that! Pat's got his June 29 race relocated to Willow Springs.

Now an upper. June 28-29 is a giant two day road race fiesta at Kent, Washington Seattle Int'l. Raceway, topped off by a FIVE HOUR MARATHON for street and cafe bikes. Farrr out! Call (206) 839-2536 or 243-8584 for info.

Qualifying info for the Coliseum HSMX Championships (set for Friday, July 18 the night before the Superbowl) is being broadcast in the Los Angeles area on KEZY-1190 AM.

Quoteable quote from Mike Gerald: "When I was a kid I was so ugly my mother had to hang a pork chop around my neck so the dogs would play with me."

There will be exhibition sidehack motocross at OCIR June 20, and at Irwindale June 27.

Results from the Yugoslav 250cc GP: 1. Harry Everts (Puc), 2. E. Ribaltschenko (KTM), 3. Zdenek Velky (CZ), 4. Hans Maisch (Mai), 5. Jim Pomeroy (Bul), 6. Adolf Weil (Mai), 7. Joel Robert (Suz), 8. Willi Bauer (Suz). Bimbo went 6-4 on motos.

Some yo-yo who lifted a motorcycle over the fence at the Intaglios (ancient tracings of animal shapes that can be seen from the air) near Plaster City and obliterated them, couldn't have done the EDF and their like a bigger favor. Anybody with knowledge of this action should contact Cycle News, D-37, or the AMA, as there's a lot of people whose years of work may go down the tubes on account of this who are hot. Very hot.

1975 WORLD CHAMPIONSHIP

Trippe, Cox Productions

HANG TEN UNITED STATES MOTO-CROSS GRAND PRIX

HEIKKI MIKKOLA AND ROGER DE COSTER CONTINUE THEIR KNIFE—EDGE BATTLE FOR THE WORLD CHAMPIONSHIP

CAN BRAD LACKEY DO THE JOB FOR AMERICA? OR WILL IT BE WEINERT, KARSMAKERS, KRING, ABERG, SEMICS, STACKABLE, DI STEFANO, LINDFORS OR ANY ONE OF 36 TOP RIDERS FROM EUROPE AND THE STATES?

JUNE 22, CARLSBAD, CALIFORNIA

FREE PARKING

TICKETS AVAILABLE AT TICKETRON

REMEMBER, NO OVERNIGHT CAMPING AT THE TRACK

VOICES OF THE WEST

Hey, you guys goofed

Hey, how come there was no coverage of the Women and Seniors race at the Viewfinders Grand Prix? In case you had trouble telling us apart, the girls were the ones with bumps on their chests and one-or-two-digit GP numbers!

All kidding aside, this was the first time we had gone the full two hours, and I'm certain that I am not the only one who was disappointed. Your entire coverage was of a lower caliber than last year as well.

While I'm at it, I've been really bummed that there is no longer any report on the desert girls at D-37 races. They are not hard to pick out since they're the only ones with yellow plates! You see, last year I was the Powder Puff Steward, and got really involved with how the desert girls were doing. Now that I'm not, it's so frustrating not to know who is doing what anymore!

I hope you will try to include the girls more!

DEE GRANGER
Women's MX No. 12

Bumps on their chests? Oh, ahem, well, ah sorry about that. . . Editor

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INTERNAL SPECS

DRA Team Race 17
Fast action for everyone
ATA Trials 18
Schreiber top man at Poway
North 26
Heavy action from D-36 and points North
Baja 500 6
Door slammer winner pushed across for the win
Delaware Grand Nat'l. 8
Springsteen makes it three in a row for Harley mounted rookies
Mammoth MX 12
Indian Dunes was never like this
Speedway 14
Thrills and lots of spills
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COVER: Husky Ace Kent Howerton, caught in living color by H. B. Creed.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

RE: AB475, McGill's Cycle Park

Our green stickie money has been appropriated for the purchase of McGill's Cycle Park, it now needs the approval of Sacramento County. After approval, ORV people in Sacto Co. will own 435 acres at a cost of $292,500.

You can stop jumping up and down now as this park will not be free, they're into our pockets again.

According to Mr. Hawkins of Parks and Recreation a fee is needed for security (fence and security men), improvements, etc. We informed Mr. Hawkins that few people use McGill's now and it is free, his reply, the fewer the number the higher the fee, etc.

The County and the State can't decide who will run this park. The legislative analyst of 3/15/75 concerning Z'Berg's AB 475 bill contains the following: "Fiscal effect: Revenue; Probable nominal local revenues from users fees." It is difficult to remain optimistic about McGills Park when Mr. Hawkins tells us about hiring experts for this and experts for that, making lakes, campgrounds, parking facilities, will there be any room to ride? Mr. Collins, also of Parks and Recreation indicates an annual operating cost of $150,000.

We are also going to be charged to ride on land that ORV people own in the first place. Bureaucracy is alive and well in Sacto County.

DAVE & LESLIE DAVIS
Sacramento, Calif.

Thanks and thanks again

I would like to take this opportunity to thank Don Locridge, No. 520, for stopping and comforting me after my accident at the DRA Snake Chase, June 1.

It's nice to know there are people like Don racing in the desert.

Also a hearty thanks to rider 650 L for the use of his canteen,which I turned into the DRA sign-up crew. Thanks also to the S.C.A.T. crew for their professional efforts in my return to the pits.

JIM ARTZ
No. 512
China Lake, Calif.

Kudos for Pellicconi

We'd like Cycle News readers to know how much we appreciate Harry Pellicconi, the AMA District 36 Official from Yuba City, California. He's a racer and a member of the Yuba-Sutter Motorcycle Club. He donates many hours a week to make racing safer and more enjoyable.

Any race where Harry appears you can be sure the race will run smoothly and with professionalism. Thanks, Harry, we really do appreciate all your hard work.

MARK NESSLER 114Q
MATT NESSLER 111Q
Sattley Cycle Center
Racing Team

Quack! Quack! Strikes again

The Viewfinders M.C. really put it all together with a two-day Grand Prix of top quality racing. They chose a safe, simple, starting procedure with a good banner run before the course narrowed down. The race course itself was about 5 miles long, but had everything to test a riders skill.

The pits were well located, and as safe as any I have seen. Even crowd control was better than could be expected. I don't know all the Viewfinders, but I saw a lot of them working hard both days. Many were putting forth the extra effort necessary to make a race go smooth.

It isn't often you spend two days at a race without hearing a single complaint. A good race like this deserved to have a few more entries. Looking forward to a bigger, better, Viewfinders Grand Prix next year.

THE PHANTOM DUCK
OF THE DESERT

Just a note of thanks

I would like to thank the rider that gave up his race to get help when I ate a big one and broke my leg at the Tehachapi Prison GP. If it wasn't for him I might still be lying in the middle of that field. Also I would like to thank the SRA promoters and the two Tri-County Ambulance drivers for such prompt action in getting me off the course and to the hospital so fast. It's good to know that there are some bikers that care more about fellow riders than trophies.

Thanks a million.

MARK McGOWAN
No. 436
Mercy Hospital
Bakersfield, Calif.

More "notes of thanks"

Just a few lines of thanks to one hell of a guy, Larry Langley. Besides being a class enduro rider and staff writer he is really "people."

On April 13th at the Cal City Gringo I was the mentioned "poor soul" that Larry witnessed crashing on the big downhill, and so noted in his article. What Larry did not mention was that he also hauled my poor broken bod out, buddy up. Before he would let me go he made sure I received first aid for my broken hand and wouldn't even take so much as a beer for his kindness. All he said was, "next time it could be me." All I can say is "Thanks."

MIKE McRAVEN
Anaheim Hi-Siders

Write us a letter

About that lot at the end of the block

I'm writing to Mrs. Darryll Berg about her letter in your Voices of the West on June 10. I just want to let her know that in her letter she said her husband took her son in the field at the end of the street. That means she did not get all the dust and noise. I have seen and heard this over and over. I live at the end of the street in a different city than Mrs. Berg, but we get kids having fun in the field, but it starts with one kid and in half an hour, there are 20 kids and cycles out there, now that makes a lot of dust and noise.

Now if they want to do the right thing don't have an argument with the neighbor woman, she might have a baby she just got to sleep or she might be sick and does not want to hear a cycle over and over and over going in circles in the field.

Have your husband take your kids to the desert where the cycles belong. We ride cycles all the time in the desert. If you like writing, don't write to Cycle News crying, write to keep the desert open so your son will have a place to ride.

You should write and tell the cop your sorry.

Editor, why should she take the matter up with the policeman's superiors? She and her family were wrong. Look at both sides.

A DESERT RIDER.
Not field trouble maker
San Fernando Valley, Calif.

Granted, the lady, her husband and children may have been in the wrong, don't you feel that the policeman was more than a bit out of line with his comments? Such attitudes as the policeman expressed are certainly not in keeping with professional enforcement of the law . . . Editor

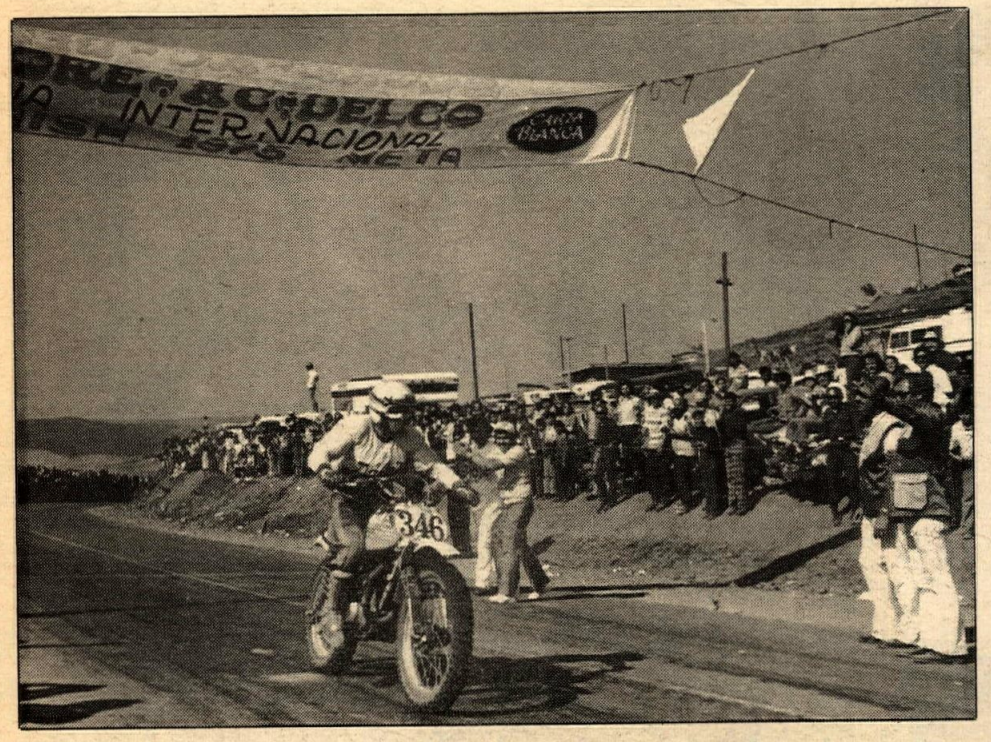
We've Got Number One in 1976

Suzuki rider, Tony DiStefano of Morrisville, PA took on all comers in the 250 National Championship Motocross Series. Tony rode his Suzuki at Hangtown, California . . . Applachia Lake, West Virginia . . . Castle Point, Kentucky and Lake Whitney, Texas to arise victorious and be declared number one in his class. With the title comes the honor of displaying the number one plate next year.

Take a look at the number one machines at *your* Suzuki dealer.

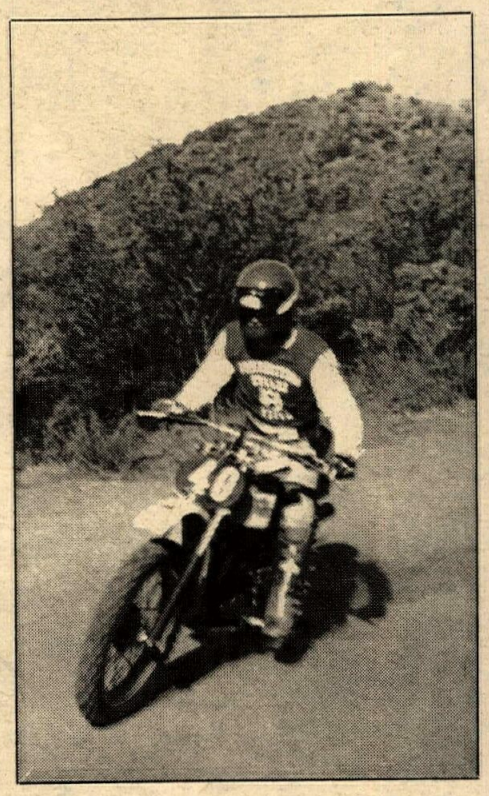
SUZUKI®

THE BAJA T



Harley mounted Bruce Ogilvie led all Baja competitors into the finish.

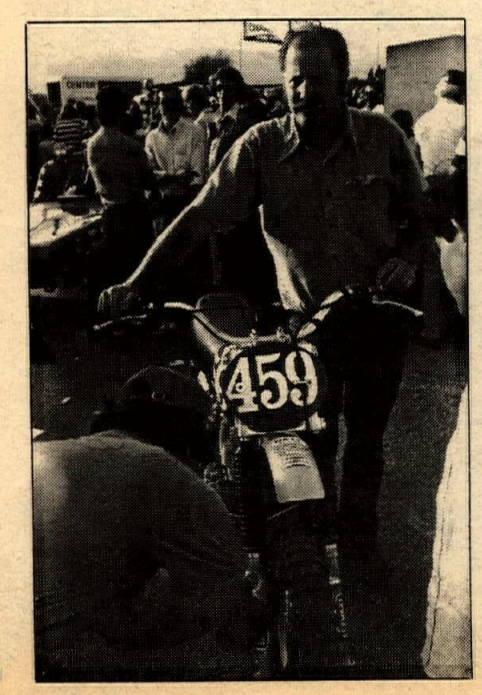
Carl Cranke & Eric Jensen won class 20.



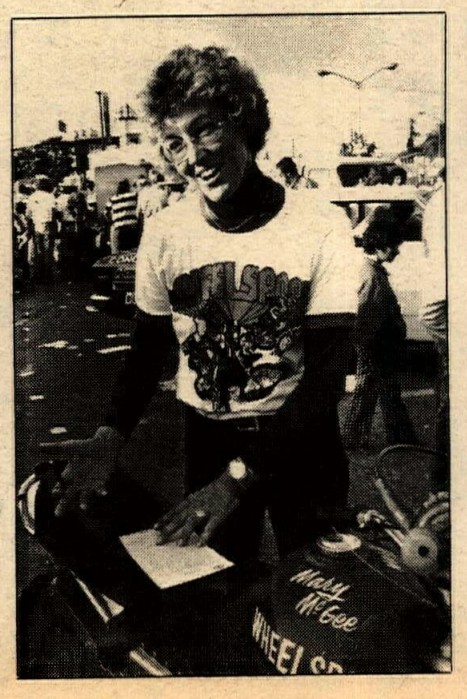
Padilla/Barber took second in class 20.

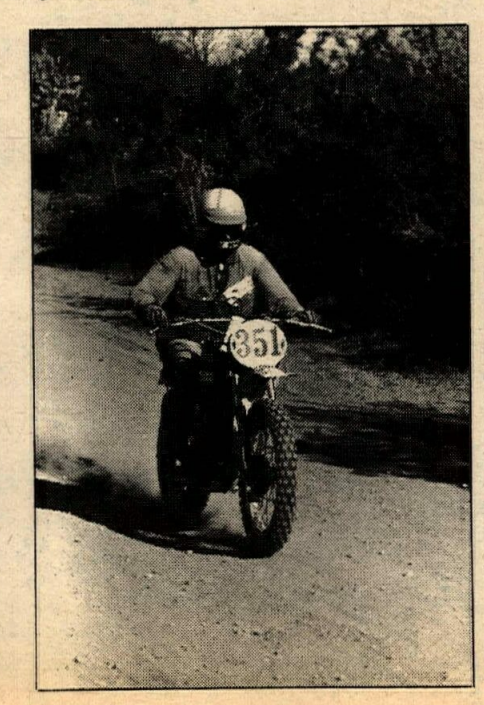
Bruce Ogilvie contemplates the victor's brew. Beer gave way to Gatorade moments later.

Baker/Lindstrom Honda at sign-in.



Mary McGee before, during and after her attempt at the Pennzoil "Iron (Wo)Man Trophy." She finished in 33rd position.





TAPES

S.C.O.R.E. Internacional 400

By Charles Clayton

ENSENADA, B.C., JUNE 13

Sixty-five racing motorcycles left the starting line outside this little Mexican boomtown, competing for the largest purse in Baja history. Eight hours, 16 minutes and 53 seconds later Bruce Ogilvie, riding a Harley-Davidson SX 250, crossed the same line in the opposite direction, to the cheers of thousands of off-road racing fans and natives. Moments later 20-year-old Gary Standridge of Ramona, California crossed the line and was unofficially named the winner of the 400-mile "AC-Delco Baja Internacional" race, based on time-interval computations. Standridge's partner and self-sponsor, Jim Ellis, 51 of Imperial Beach, California had started last of all the bikes, worked up to sixth by the halfway point, and handed it over to the kid, who completed the distance in eight hours and 12 minutes. This much is clear, but what happened between the halfway mark and the finish is disputed.

S.C.O.R.E.'s scorers missed Standridge and the 1972 Honda 410 at Check Six and at two secret "visual checks," one before and one after the sixth checkpoint. What is worse, Standridge lost the official beer can containing his chits that might have proved he made all the checks against scoring errors. S.C.O.R.E. officials disqualified the Ellis-Standridge Honda and awarded the first overall honors to a dune buggy that had been pushed across the finish line by a pickup truck after its power failed three miles from the finish. Such assistance is permitted under S.C.O.R.E. rules. The H-D SX team of Bob Ogilvie and Larry Roeseler were declared the overall motorcycle winner upon the disqualification of Ellis and Standridge and they collected $2,600 in prize money plus contingency awards.

Friday, June 13th had been a day of mixed luck for Jim Ellis. A six-year veteran of the Baja motorcycle battles, he had placed third in the Baja 1,000 and had carefully prepared his 1972 Honda to win this one. His co-rider Standridge, is a talented, if unsung, desert hero from San Diego's District 38.

"I think we're getting ripped off," Ellis told Cycle News Saturday. "Three witnesses signed a statement that they saw us go through Check Six," he said. His strategy was to pit before the checkpoint to avoid the crowded confusion at the gas stops, and this may have caused the checkers to miss his number. Ellis insists that neither he nor Standridge had cut the course.

What happened to his proof, in the form of written evidence given the rider at each check? "They taped the beercan around the air bottle, the S.C.O.R.E. officials did, and Gary had to use the air on the last leg. I guess that loosened it. It came off; it's laying out there someplace, so I guess that does it for us." Ellis accepted his fate philosophically, "but I don't like people thinking we cheated," he said.

"We were geared higher than Al Baker. We even risked running without the metal plate that protects the cases so we could fit a 16-tooth countershaft sprocket with a 42-tooth rear. If we'd've broken a chain it could've taken the whole engine with it. We could have pulled higher gearing, still." Ellis credits Chuck McIntosh for building the powerful 410cc Honda XL.

Ellis missed his chance to protest S.C.O.R.E.'s decision because he was hung up at the Ensenada police station, reporting the theft of his pit bike. All in all it was a rough weekend for Ellis and Standridge.

Roeseler and Ogilvie, on the Dale's Modern Cycle Harley, led most of the way after overcoming the early starters. Their motor sounded good after 400 heavy duty miles. Roeseler hit Check Two in a dead heat with Al Baker, who started three minutes ahead and by Check Six Ogilvie had six seconds lead on Baker's co-pilot Gunnar Lindstrom, according to the official clocks.

Eric Jensen and Carl Cranke beat all the 125cc bikes with their Penton and collected $1,180 from the purse, which totalled $12,045 for bikes alone. Baker and Lindstrom topped the Open class with their punched-out XL and went home $2,900 richer, thanks to S.C.O.R.E., plus more thousands of contingency cash from sponsors. Second big bike and fourth overall was the CZ 400 of Bill Conroy and Kevin Hasten. They were nearly three seconds behind the Honda, and the Yamaha 250 of Andy Kirker and Ron Wright was about 12 seconds slower than the winners' Harley.

Mary McGee rode all the way solo in a bid for the Pennzoil "Iron (Wo)Man Trophy." She placed officially 33rd bike overall, after losing her rear shocks before the first checkpoint. "I thought I would die," said the lanky lady. "It felt like the frame was breaking constantly! I was just bouncing from cactus to cactus! I fell off twice." Husband Don McGee was able to replace the suspenders at the halfway stop after Mary had ridden over 200 miles on a rigid Husky.

Mary tells us what she is thinking out there: "I concentrate on what to do with my body and my bike. When my butt starts to sag, I pick up my pace so I have to concentrate more. Makes me get my weight off my butt onto the balls of my feet."

Her favorite part of the course is the mountainous trail through the Valle de Trinidad. "I'd wonder about the tracks through the cactus off these sheer cliffs in some of the turns. Must be where someone was pre-running the course and lost it," Mary McGee said, shuddering.

One tragedy darkened the fun of the Baja 400. Ron Peterson, 17, of La Crescenta, California crashed while leading the race about 100 miles out. Ron Bishop stopped to help, as did Andy Kirker, but young Peterson had died doing what he liked best. It was the only racer fatality in S.C.O.R.E. history.

Results

CLASS 20—125cc OR UNDER: 1. Eric Jensen/Carl Cranke (Pen) 8.59.19. 2. Joe Padilla/Mark Barber (Hus) 9.07.12. 3. Charlie Hammil/Larry Froelich (Pen) 10.01.64. 4. Paul Eddy (Yam) 10.40.20. 5. Lee Fabry/R. Devonshire (Hus) 11.04.45.

CLASS 21—250cc OR UNDER: 1. Larry Roesler/Bruce Ogilvie (H-D) 8.16.53. 2. Andy Kirker/Ron Wright, 8.29.06. 3. Mike Maze/Ben Maze (Bul) 8.32.48. 4. John Bilkey/R. McCallister (Bul) 8.43.86. 5. Bill Halbert/Richard Finger (Hus) 8.44.88.

CLASS 22—251cc OR OVER: 1. Al Baker/G. Lindstrom (Hon) 8.29.89. 2. Bill Conroy/Kevin Hasten (CZ) 8.31.92. 3. Steve Staats/Will Staats (Yam) 8.34.70. 4. J.B. Wise/Richard Harris (Hus) 8.45.60. 5. Adam Padilla/James Jasper (Hus) 8.52.98.

*Hours. Minutes. 100's of minutes.

Ensenada inspection area a few hours before the entry deadline.

For the Honda team of Jim Ellis and Gary Standridge Friday the 13th lived up to its reputation.

PHOTOS BY RICHARD CREED

Springsteen does it again in Delaware

PHOTOS BY GARY VAN VOORHIS

By Gary Van Voorhis

HARRINGTON, DEL., JUNE 14

Super rookie Jay Springsteen once again turned the tables on everyone in sight as he sped the Team Vista Sheen Harley-Davidson to victory in the AMA Grand National Championship Camel Pro Series/ILC Cycle Classic half mile. It was the second victory in as many weeks for the Flint, Michigan native.

Following "The Springer" to the checkers were Harley teamsters Rex Beauchamp and Gary Scott. Yamaha's Kenny Roberts finish fourth with Harley riding Doug Sehl taking the fifth position.

Highlighting the race, along with the devastating presence of Springsteen, was the swap in the top position in National point standings. Gary Scott, on the basis of his third place finish, eased Kenny Roberts out of his top position by the very slim margin of five points. Jay's dual victories have vaulted him from near the bottom of the standings two weeks ago to ninth going into Harrington and third coming out of the Delaware State Fairgrounds event.

Rookie victories are not that surprising although in past seasons most have come near the close of the season rather than so early in the running. The feat of winning back to back Nationals by a rookie was last accomplished by Brad Andres in 1955. Andres' wins were both road races and this is the first time that a rookie has been able to do the double trick on dirt.

The Harrington half-mile turned out to be a close copy of Louisville; at least until practice began. The crushed limestone track, which featured long straights connected with sharp corners, is normally used later in the season after it has been conditioned by the endless pounding of the horses who practice and race there. It looked great, but the dust that started in practice didn't settle fully until the noise of the last engine had died away and the crowds had gone home.

A slim field of less than 60 riders turned out to do battle at Harrington and when time trials were finished five Harley riders had bettered the track record.

Jay Springsteen nipped the clocks at a rapid 26.20 to set fast time with Corky Keener, Rex Beauchamp, Dave Sehl and Doug Sehl all coming in under Denny Palmgren's previous track record of 27.11 set in 1971. Gary Scott, Greg Sassaman and Steve Droste followed, with the first non-Harley in ninth place with Hank Scott, aboard a Yamaha, notching that position. Dave Aldana qualified 10th. The track, while fast in early qualifying, began to slow as the final riders did their laps with Rob Morrison, on a Norton clocking into the last spot in the program with a 29.186 lap.

Dick O'Brien, Harley-Davidson racing boss, observed after the timing was over that "The track is changing dramatically. It's slowing down and I think we'll see some riders that you don't normally see sitting on the fence watching."

Heats

Jay Springsteen led the first and fastest heat of the night from flag to flag riding a tight inside line on a groove that was setting up to be wide and slick. Behind Jay a battle for second developed into a battle for third as Doug Sehl broke loose from Eddie Wirth. Wirth then had to contend with rookie Expert Steve Freeman after Freeman dropped Mark Williams to fifth on the seventh lap. Freeman waited for his opening and with one lap to go went underneath Wirth for third.

Chuck Palmgren's Gurney Yamaha looked set to run away with the second heat in the early laps until a determined Corky Keener cut away Palmgren's lead and finally slipped into the lead himself. Palmgren slowed with a sour engine while Gary Scott moved past a pack of riders into second on the sixth lap and Kenny Roberts took to the soft, soft cushion and made it work. Roberts worked his way into third by the eighth lap and set out to close the gap between himself and Scott. It ended with Keener leading Scott and Roberts across the finish line, but more importantly it gave Scott something to think about as Roberts new chassis and engine combination seemed to be working quite well.

Rex Beauchamp and Greg Sassaman played shadow from flag to flag in the third heat without a position swap or Beauchamp being able to break away. In third after Aldana crashed and Jay Ridgeway broke (with a sure transfer position sewed up) was John Hateley, who was working hard to stay ahead of a closing Jimmy Maness in the closing laps.

Denny Palmgren, lap record holder (until today) and winner of previous events on the track, put his knowledge to use with a hard fought victory in the final heat. Palmgren grabbed the lead early, lost it to Steve Droste and then regained it three laps later with a strong drive out of turn two that shot him past Droste as the pair sped down the back stretch. Dave Sehl picked the next lap to drop Droste to third and the trio held their positions to the flag. Sehl, in the opening laps had slipped off the groove while challenging and had fought his way back pulling along Brent Lowe who pressured Droste to the finish.

Semis

Billy Eves took the first Semi win to the cheers of the crowd. Eves, a crowd favorite, pressured early leader Hank Scott and was running very close when Scott developed a misfire (as he did in his heat). Eves opened some space between himself and Scott, leaving Hank to fight off a fast closing Mert Lawwill with Mark Williams and Rick Hocking within striking distance.

Frank Gillespie looked all set to win the final Semi until Virginian Brent Lowe put a wrench in the works. Lowe bumped Jimmy Maness for second in the early laps and then set out to catch Gillespie. He closed on lap six and began to pressure on the next lap. As the pair

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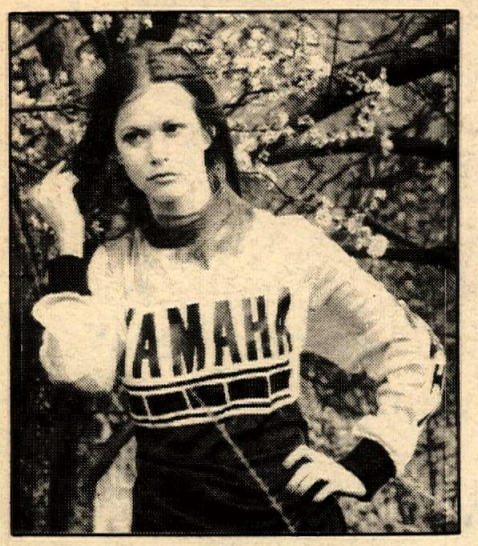

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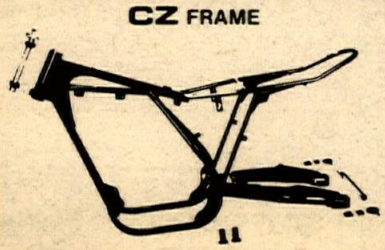

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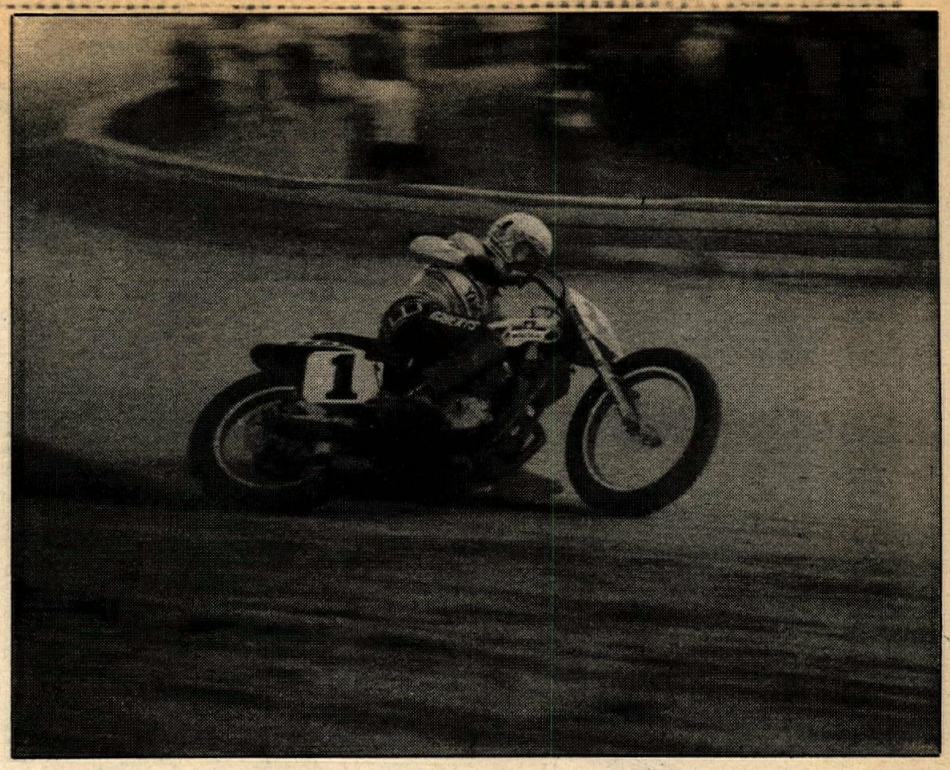


Kenny Roberts rode the outside cushion to fourth.

Gary Scott moved ahead of Roberts in National points.

entered turn three on the ninth lap Lowe went low and slipped under Gillespie, grasping the lead as the pair exited turn four. The last lap belonged to Lowe and the crowd loved it. Gillespie finished second with Bubba Rush putting in a good charge that carried him into third.

There was hurried activity in the pits as most of the riders spent their time planning how to ride the final on a track that was becoming slower and slower with every race. Rex Beauchamp smiled, shook his head and said, "Man, this place is weird. It's all vroooom (making a motion cocking the handlebars full lock) and not a very racy track." Rick Hocking, who was running the Trophy Race was more to the point, "There's just no traction out there for a Yamaha."

Most of the riders were concentrating on the front tire rather than the rear although incorrect edge and pressure on the rear could cause all sorts of problems. "The front end matters most because you have to ride a very tight line. You push the front tire and hope that you get traction on the rear," stated Dave Sehl.

Trophy Race

The Trophy Race saw Mike Johnson take the victory, but not before some high drama had transpired. Johnson led from the flag with a hard charging Hank Scott and Mert Lawwill close behind. On the fourth lap Scott went under Johnson in turn two and the chase for first reversed itself. Mechanical ills got Scott once again after he had pulled out a lead and he retired to the pits leaving Johnson in the lead. Mike no sooner took over than his Harley began to smoke and he backed off slightly letting Mert Lawwill close the gap. The laps ran out and Johnson took the checkers a safe distance ahead.

National

Pole sitter Jay Springsteen chose the inside pole even though both riders in the Semis had made good use of outside starts. Keener and Beauchamp filled in the next slots with Denny Palmgren, Doug Sehl, Gary Scott, Sassaman, Dave Sehl, Freeman, Roberts, Hateley, Droste, Eves and Lowe forming the 14 man starting line.

The start was less than perfect causing some riders to openly complain that they thought it bad enough to warrant a red flag and a restart. It didn't and the race went on with Scott and Beauchamp holding a side by side lead as Keener and Springsteen did the same for second. The rest of the field was somewhere close behind in a choking cloud of dust.

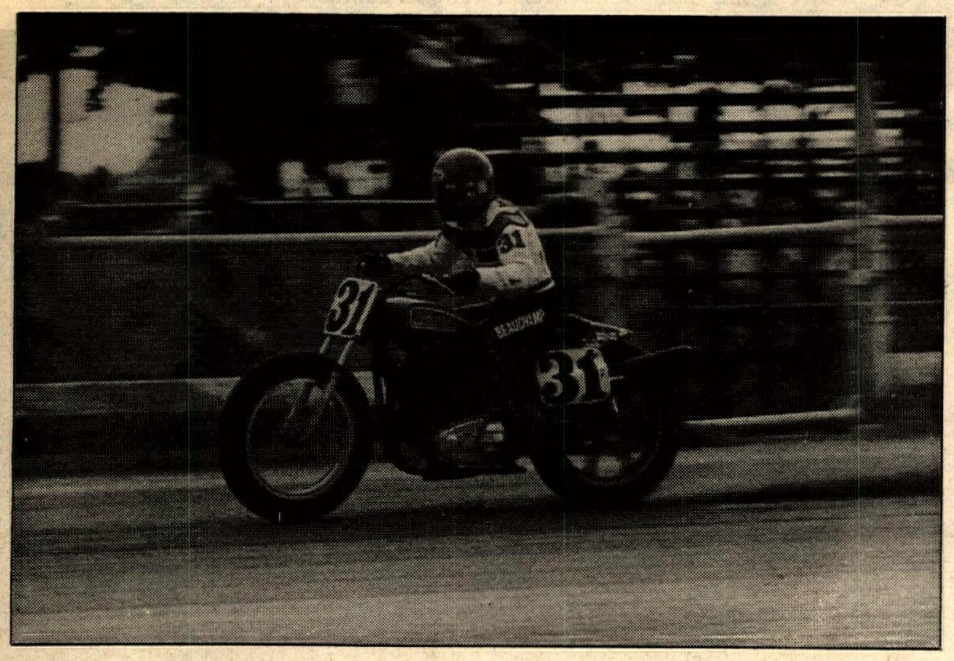
By the fourth lap Springsteen had zapped Scott for second and was putting pressure on Beauchamp. Keener had also slipped by Gary and the front running foursome was being closely followed by Freeman.

On the next lap Keener disappeared with a broken cam; Scott moved back into third, and Springsteen was waiting one more lap before swapping positions with Rex.

Sassaman, with a good start and some hard riding had worked his way right

Springsteen held a straightaway length lead on the field at the finish.

Rex Beauchamp rode the limestone to second place.



past Scott and into third by the sixth lap, but two laps later he was right back in the tail enders starting all over again after taking evasive action to avoid a fallen rider (either Freeman or Eves since both fell in the early laps).

With the starter giving the crossed halfway flag to everyone on lap 10, Springsteen had half a straightaway lead on Beauchamp and was stretching it out a little each lap. Scott was in third followed by Doug Sehl, Lowe and Palmgren. Roberts, at this point was mired back in about ninth with a lot of traffic in front and nowhere to go. Or so most people thought. The Champ had different ideas and, two laps later, crossed over the berm, past the cushion (that was a good four to six inches deep in the corners) and out so close to the wall that the hay bales rustled as he blasted by with a rooster tail spewing forth. It had to be the most bitchin' ride seen in quite a while. The gamble paid off and Roberts picked up spot after spot until he was fifth and then by passed Doug Sehl into fourth.

Mid pack positions in the race changed often with riders slipping off the groove and then fighting back to reclaim their spot, or in some instances, better it. In the clouds of dust and the excitement it was hard to keep track.

Springsteen, by virtue of "having the track wired" as Rex Beauchamp would later say, had almost a full straighaway lead at the checkers. Beauchamp took an easy second, although as the track got slick in the closing laps the option of setting up his chassis for traction so that it pushed the front wheel out may have seemed a little scary. Scott, in third, was being breathed on by Roberts who, through sheer "cajones" had closed a gap that seemed safe a few laps earlier. Doug Sehl picked up fifth place points with Brent Lowe gathering in his first National points in sixth place.

To Kenny Roberts, that high line ride was the thinking man's way to get as close to the leaders as possible. "It was tacky enough up there to where I knew I could do it. My new engine and chassis are working good and I'm glad these two races are over since this type track is the worst for me. Now it's down to business."

Springsteen's tuner Jimmy Clarke was openly candid about the elation of Jay winning his second National in a row, "I wasn't quite as sure tonight of a win as I was at Louisville. We're number three (in the point standings) now and we're definitely going to try harder. Hey, next week we could be number one." With enthusiasm like that bubbling from everyone on the Vista Sheen crew it could be a helluva show at Columbus. ●

Official Results

ILC CYCLE CLASSIC-HALF-MILE NATIONAL: 1. Jay Springsteen (H-D). 2. Rex Beauchamp (H-D). 3. Gary Scott (H-D). 4. Ken Roberts (Yam). 5. Doug Sehl (H-D). 6. Brent Lowe (H-D). 7. Greg Sassaman (H-D). 8. Steve Droste (H-D). 9. Dave Sehl (H-D). 10. John Hateley (Nor). 11. Bill Eves (Tri). 12. Dennis Palmgren (H-D). 13. Steve Freeman (H-D). 14. Corky Keener (H-D).

EXPERT TROPHY RACE: 1. Mike Johnson (H-D). 2. Mert Lawwill (H-D). 3. Frank Gillespie (H-D). 4. Rick Hocking (Yam). 5. Donald Doutre (Yam). 6. George Ritchmeyer (H-D).

UNOFFICIAL AMA GRAND NATIONAL CAMEL PRO SERIES POINT STANDINGS (including Harrington): 1. Gary Scott 482. 2. Kenny Roberts 477. 3. Jay Springsteen 332. 4. Greg Sassaman 262. 5. Rex Beauchamp 252. 6. Mark Williams 252. 7. Randy Cleek 247. 8. Gene Romero 240. 9. Hank Scott 199. 10. Dave Hansen 182.

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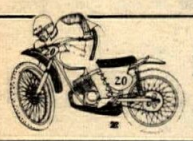

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By Dale Brown

MAMMOTH MTN., CALIF., JUNE 7-8

Under the stern gaze of the snow-capped peaks, the Mammoth Motorcycle Club played host to over 500 motocrossers escaping

the urban sprawl and seeking glory at the Eighth Annual Mammoth Motocross.

Going at this thing in back-asswards order, Sunday's Pro winners were: David Williams (125), Dan Turner (250) and Tom Rapp (Open).

In the 125 action, it appeared that Tim Hoover (Yam) had everything well in hand. He dominated the first moto, passing holeshot artist David Taylor early in the going and then running away from the rest of the pack. From the middle of the aforementioned pack came Williams (Hon) and Bruce McDougal (Yam) to finish second and third, well behind Hoover. But Hoover crashed in the second moto start and did not ride after that. Williams and McDougal both got past early leader Taylor and went at it hot and heavy for the remainder of the moto. On the last lap, Williams had trouble getting around a lapped rider and McDougal closed to within inches. Williams held him off for the win in the closest racing of the day. Wes Norton (Yam) put together 6-3 finishes for third behind McDougal and ahead of Taylor.

In the 250 Pro go, Jeff Little (a.k.a. The Buellton Bullet) led all the way in the first moto on his Husky, just ahead of Turner on a Bul. Turner simply reversed the order in the second round to take the overall win. Dennis Brand (Pen) didn't let a little thing like a derailed chain stop him from scoring a pair of thirds to take third.

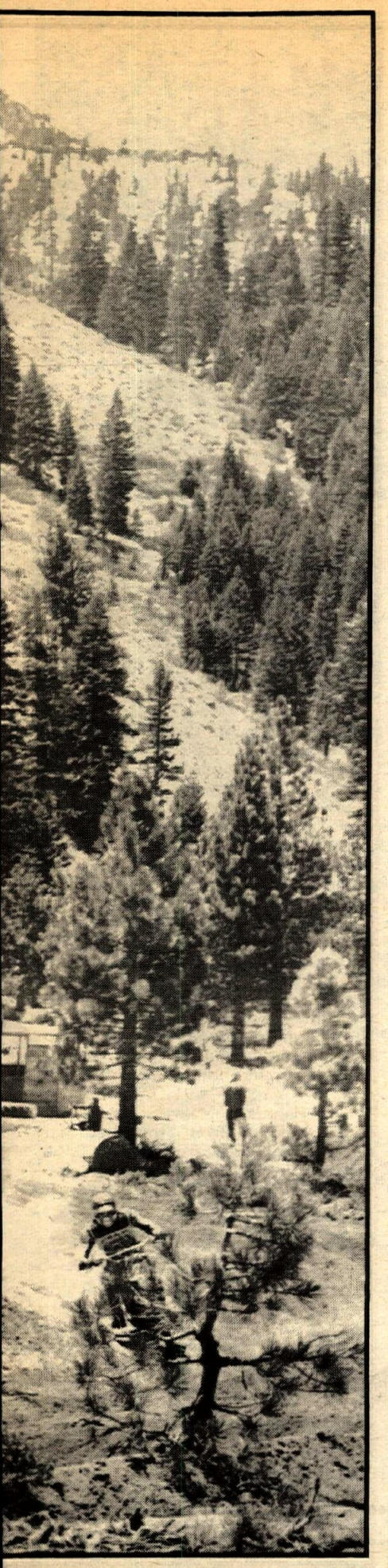
Tom Rapp (Bul) was the only repeat winner this year. Using the smoothest lines available, Rapp won the first Open moto with ease, keeping his distance over hard-charging Ron Bass on a Maico-forked Suzuki. In the second moto, Rapp was about fifteenth into the first turn, with Gunnar Lindstrom (Hus) leading. Rapp calmly took a few laps to work his way into second, passed Lindstrom about halfway through and won again. Bass placed fourth, but ended up second overall, ahead of Rob Norgaard (Yam). Lindstrom had a 10-2 tally for a fifth overall.

Saturday was reserved for the Juniors and the Mammoth M.C. went back to the way things used to be run. That is, they divided the Juniors into groups, let them run two motos, took the top ten from each group and put them in a final, with the best cumulative score winning. All three overall winners won their finals.

The women had a race of their own this year. Janene Turton (Bul) won the first moto easily ahead of Jan Kline (Hon). Joana Stenersen (Hon) ran away with the second moto, but her first moto crash kept her out of the standings. Turton took the overall win, ahead of Paulette Napoleone (Hon) and Cherry Stockton (Bul). Stenersen had an outstanding performance in one of the 125 Junior motos, finishing third. Both she and Turton qualified for the final, but unfortunately, both had problems in the final.

In addition to being a great place to race, Mammoth is a fantastic place just to be. Even the drive up from L.A. is inspiring, with the awesome Sierra Nevadas in the distance, and the beautiful deep blue streams that run alongside and under the road. Most folks show up early in the week and make a nice vacation out of the whole thing.

The Mammoth M.C. certainly had their act together. This year much of the surface was watered by new plumbing installed along the track. Drawing water from a nearby stream,



club members kept the tight parts of the track wet with firehoses while a fleet of water trucks worked on the more accessible parts of the course.

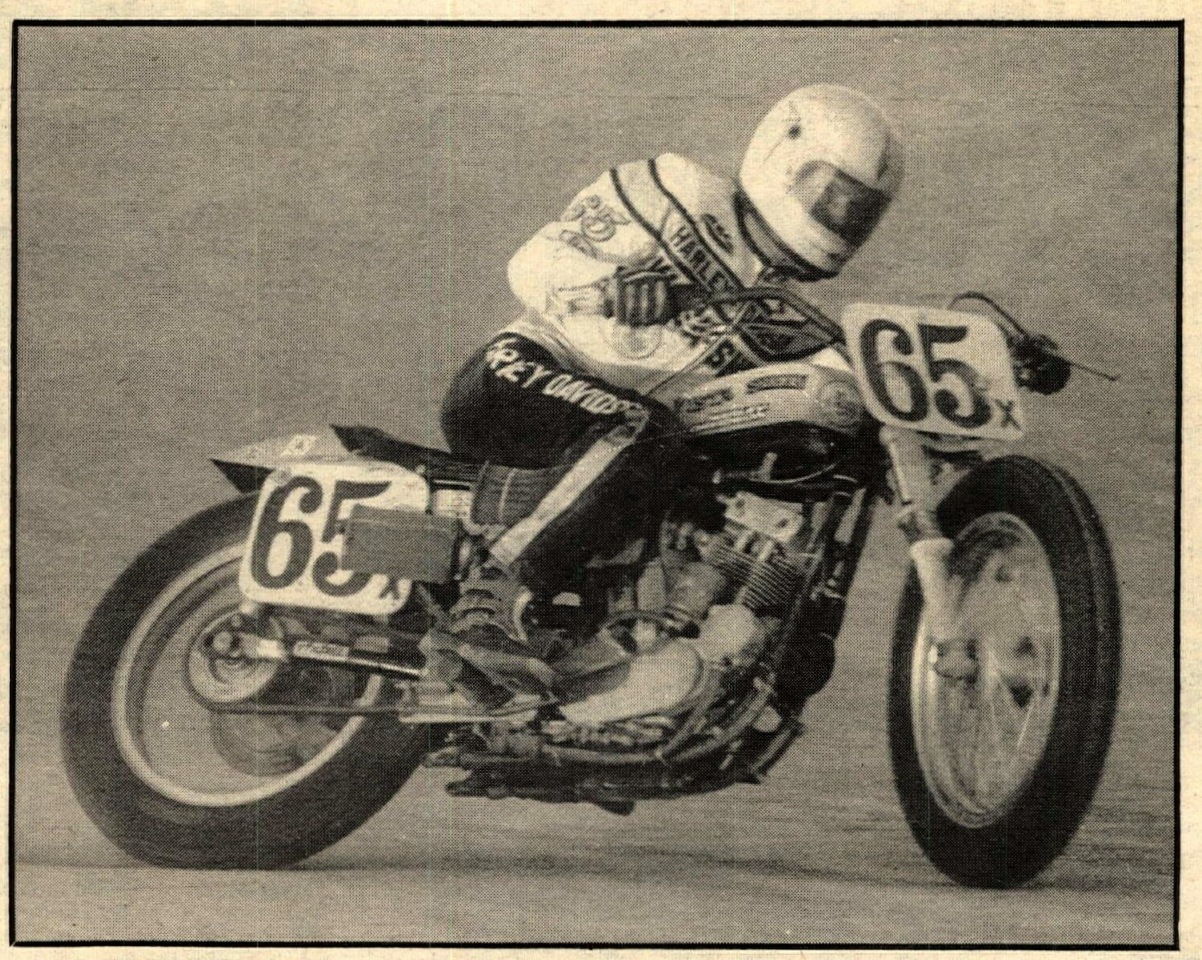
Plenty of cash for the Pros and about $5,000 worth of contingencies for everybody. Many local merchants donated gas and meals for the winners. The flagging seemed to be a bit spotty though, with a few blind corners left uncovered.

We were sorry to hear that Dave McCoy fell and broke his collarbone. McCoy runs the ski resort at Mammoth and it was his equipment and manpower that made the race possible. In addition to that, he raced his Maico in the 250 Intermediate class, going against racers up to one-fourth his age (60). Unfortunately, he met his match in the fearsome downhill.

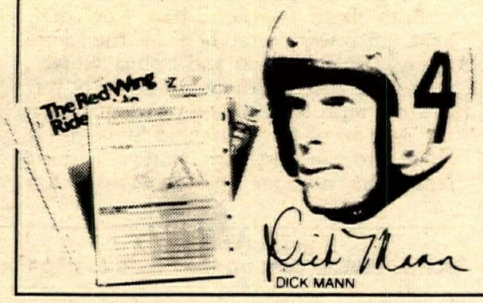
If you are planning to make the trip next year, my advice would be to get your suspension in tune as well as your bod. The whoopdies were getting fierce towards the end of each day and they were everywhere. ●

Results in Results Section.

Red Wing cushions another National win with Jay Springsteen taking Louisville on his Vista Sheen Special with total Red Wing suspension.



Springsteen sped to the second quickest clocking in the time trials on his Red Wing total suspension, Vista Sheene Harley XR750 and then cruised to the quickest heat of the night. By National time the Louisville surface called for a suspension that could handle not only the bumps and berms of the cushion, but the slickness of the groove as well. It was this handling plus Springsteen's style which put him in front from the start to take his first National victory. When it comes to performance, you can't beat the system.



Late race results: another Red Wing win - thanks to a competition fork that's the finest available, bar none. It's got premium triple-lip seals to keep fluid in, dirt out; high-performance damping, with hydraulic stops to prevent bottoming; lightweight alloy sliders; tempered stanchion tubes; 3-position preload springs, externally adjustable; and lots more. All fitted - with shocks, optional springs and steering dampers - into a total, tuneable suspension system that builds winners. Just ask the Red Wing team: AMA Grand National experts Don Castro, John Gennai, Rick Hocking, Charles Seal; Enduro star Alfie Henrich; and Motocross winners Tony DiStefano and Bob Harris.

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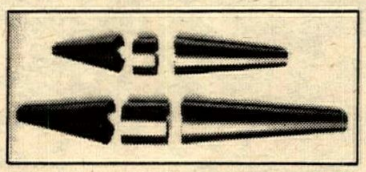

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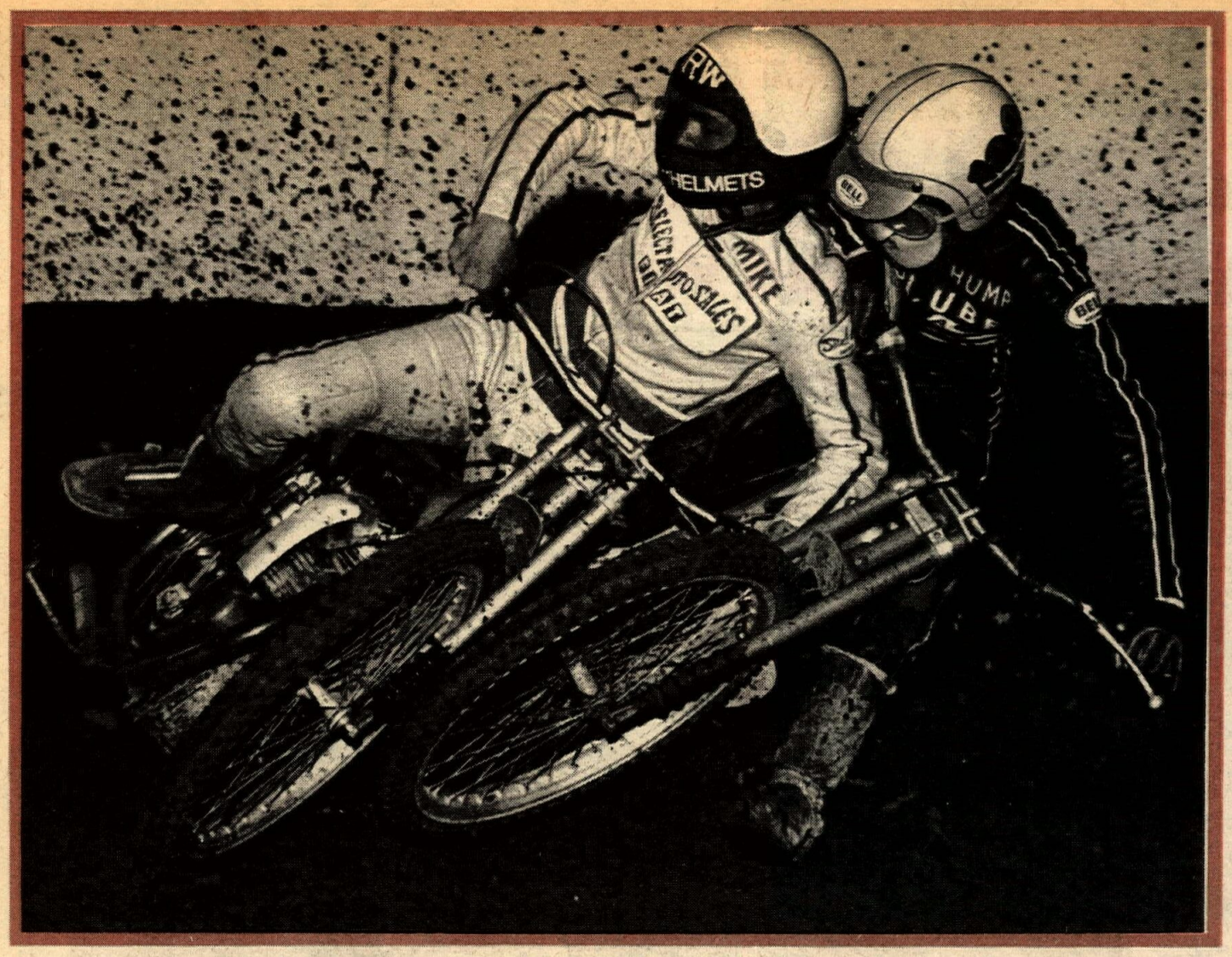
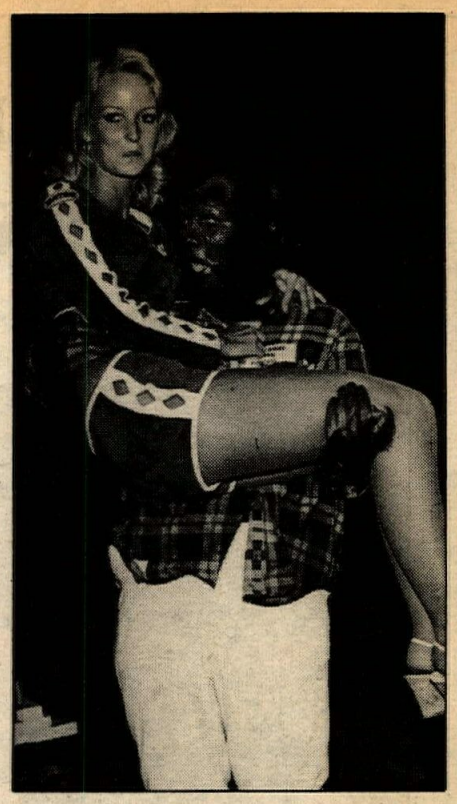


Aw, c'mon, Thumper, ask someone else to dance . . .



Aren't you having any fun, my dear?

SPEEDWAY WEEK

Doubleheader caps off Speedway Week

By Dennis Greene and John Bethea

Ventura, California
June 10, 1975

Hours before the start of the Speedway show at Ventura, Sonny Nutter and Promoter Harry Oxley stood at the crash wall of the track discussing the pattern on the inside pole line, Sonny said "Boy, would I like to lay out the track just one time."

"Go," was the word from Oxley. Sonny, along with the grounds keeper, went to work making the track just a bit longer and rounder through the turns. All the hard work and dedication paid off for Sonny when he found himself in the Scratch Main with Bill Cody, Dan Becker and Rick Woods.

At the starting gate it was Woods out first with Becker riding wide as usual, then on the back straight Becker got past. Just as he and Woods went into turn three, Becker drove down towards the pole. Rick, with no place to go, centerpunched him and they both went down. Sonny took over the lead holding off the rush of Bill Cody, while Becker and Woods stood in the infield looking on.

Cody was not too disappointed, because he had already won the Handicap Main and the Feature Match Race against Dubb Ferrell.

Irwin Moon, the Flying Grandfather, once told me that he took up motorcycle racing so he could spend more time with his sons, Larry, Phil and Rick. Larry and Phil are Speedway stars but this time the spotlight was on Father Moon in the Division Two Main. Irwin went to the lead in the second lap and was still stretching it out at the finish line for the win.

Irwindale, California
June 12, 1975

That Rick Woods – Danny Becker confrontation at Ventura two nights ago was a prime topic when the crowd began to notice in the program that the Feature Match Race was between – who else – Becker and Woods. Rick was ready and when the roostertails had settled, Becker had gone down to defeat in the best of three series, two-zero.

Both Bast Brothers, had won their heat and were matched in the Semi against Dubb Ferrell and Sonny Nutter, who had lost in their heats with Jeff Sexton and Rick Woods earlier. When the gate went up, Mike and Steve drove hard into the first turn. Sonny, coming from the number three starting slot, tried to square off the corner quickly, got a wheel underneath but had the door slammed on him.

It looked like the typical Bast team riding. That's when Dubb and Sonny made an unofficial link, too, and went after them. It set off the crowd and when Dubb got into second they were primed to cheer. Suddenly, Nutter moved into third and here came Dubb fighting for the lead! Final turn, out they came, and Ferrell snatched the victory while Nutter weaved into second.

Jeff Sexton and Bruce Penhall also made the Scratch Main program. Sonny Nutter quickly picked off the lead and Penhall, on the outside, tried to peck away at it, but couldn't dent the Sonny ride.

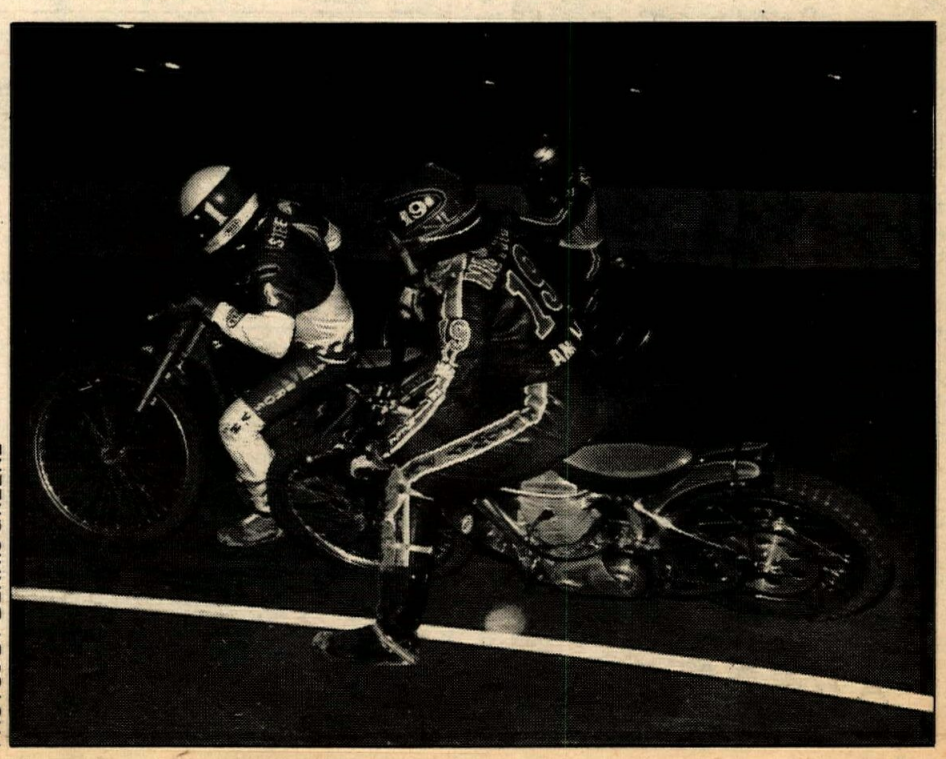
The Handicap Main had some new blood again up front, this time Mark Cherf, who hung in from the 10. Bobby Schwartz, who is beginning to look tough again, closed in for second with Steve Bast slightly edging out Nutter.

Costa Mesa, California
June 13, 1975

Friday the 13th may be bad luck for some, but not promoter Harry Oxley and Jack Milne. It was seven years ago tonight that he started on his way to become the most successful promoter in Speedway.

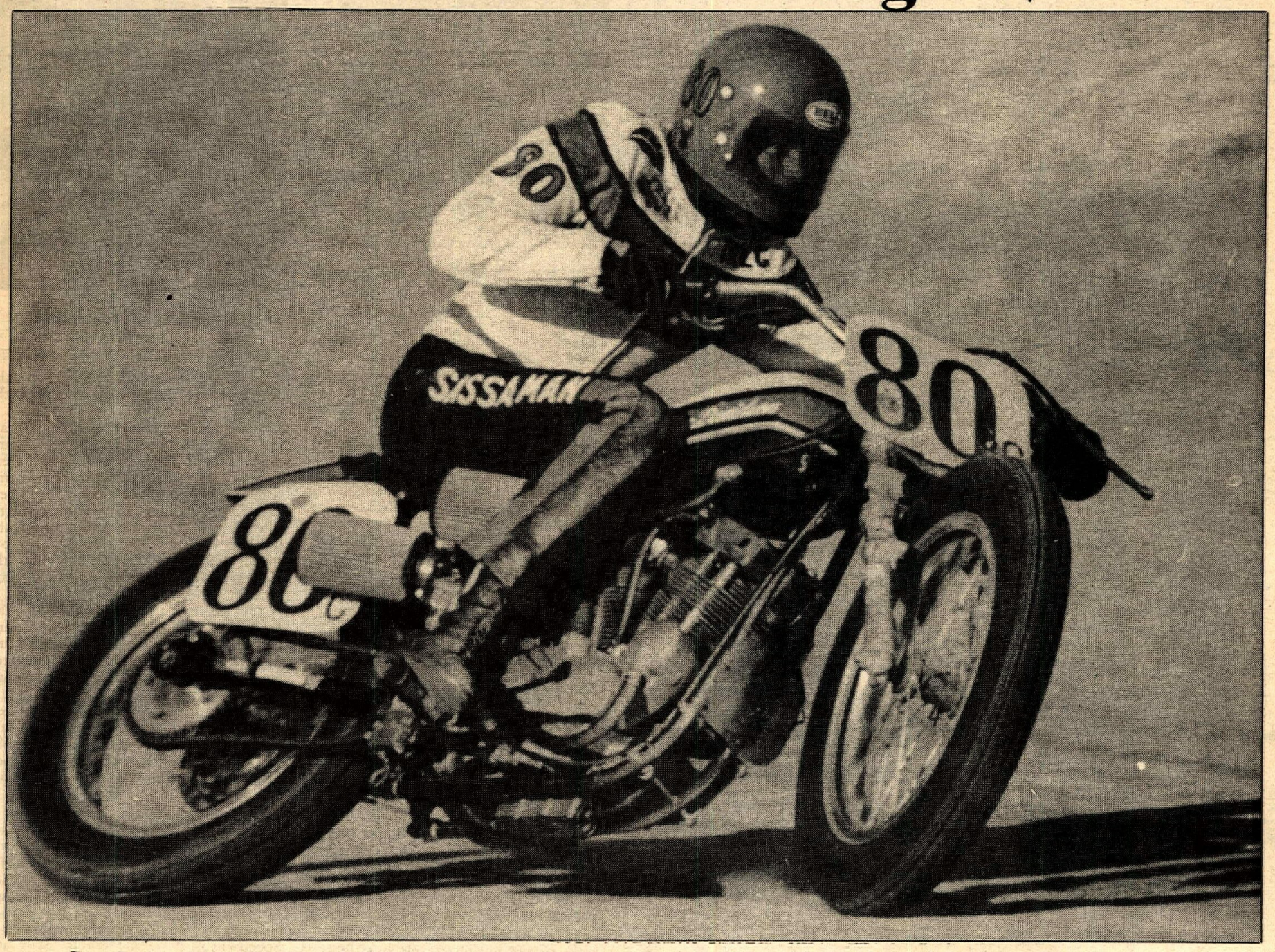
This past Friday night was an outstanding example of Speedway at its best, as every race was a close one. The

Sonny Nutter goes up the inside to cop the Ventura Scratch Main.



PHOTOS BY DENNIS GREENE

Goodyear 4 for 4 in AMA Grand National dirt track competition as Sassaman takes San Jose National Mile on Eagle D/T tires.



Greg Sassaman, a rookie Expert rider out of Macon, Ga., took the checkered flag in the San Jose Mile after swapping the lead repeatedly with Harley-Davidson teammate Gary Scott.

He did it on Goodyear Eagle D/T tires, front and rear, Goodyear Eagle D/T has now been on the winning machines in all four rounds of this year's AMA Grand National dirt track competition.

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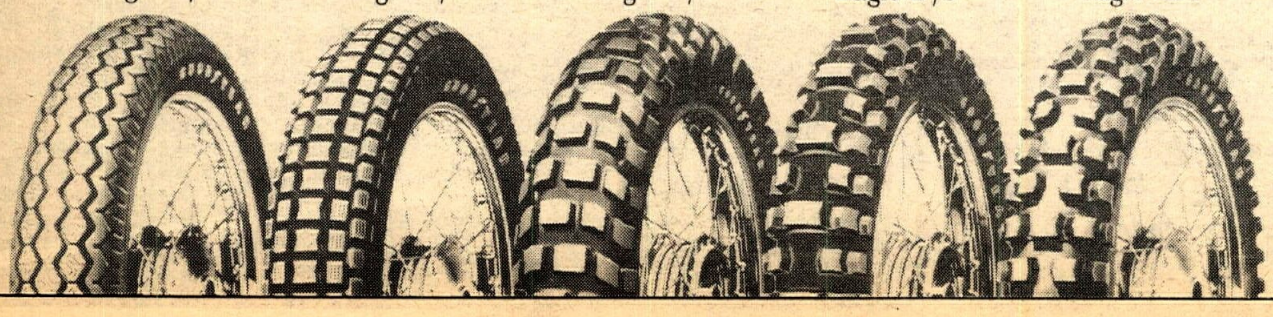
GOODYEAR

Eagle A/T; Eagle H/P; Eagle D/T; Eagle MX; Eagle D/S; Eagle D/SII; Eagle R/T-TM's The Goodyear Tire & Rubber Company, Akron, Ohio.



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IN THIS PAPER

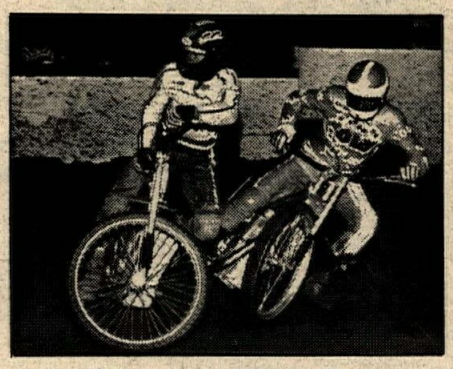
Pappy Irwin Moon giving it the big eye in Division Two, which he won this week at Ventura.

near-capacity crowd saw Jeff Sexton jump to an early lead in the Scratch Main over Dan Becker, Bill Cody and two time Speedway Champ Steve Bast. Jeff was challenged every lap by Becker but never gave an inch for the win.

Jeff had a little extra going for him, his pit man was made up to look like the Wolf Man, no special reason other than Mr. Schwartz, a make-up man, digs the sport and wanted to share his talent with the fans. It did make for a lot of fun.

It was KEZY Radio night at the track with prizes given to the best Sonny Nutter poster on display. Sonny (sponsored by KEZY) is an all-time favorite with the fans, whom he did not let down in the Feature Match Race that he won over Jeff Sexton.

Don't look now, but these men are going to fall down. This Dan Becker/Rick Woods body block got them both pumped up for the week.



For the first time this year Mark Cherry got in the Handicap Main at Costa Mesa. Mark (the White Tornado) did a fine job for the win even though Dan Becker ran neck and neck with him through the turns.

Bakersfield, California
June 14, 1975

Over $1,200 was added to the Scratch Main Event Saturday night as a frenzy of "can you top this" took over. It all started when one fan, Howie Wass of Bakersfield, said he would add one hundred dollars to the purse if anyone would match it, San Val Trucking, the sponsors of Scott Sivadge went one better and added $350 if someone would top it. Michael H. Macomber Enterprises put up $351 and several kids came running down with loose change adding about $5, then to top it off, KEZY Radio (sponsors of Sonny Nutter) added a $400 color T.V. set, winner take all.

By the time the 23rd race of the night came around there was a fever in the air. Bobby Schwartz, Scott Sivadge and the Bast Brothers had earned their way to the Scratch Main and a chance at all the gold.

All four riders hit turn one together, Bobby and Mike went down with Bobby riding up the back side of Mike, ripping his pants and exposing his behind. Mike was helped to the pits where the hole was filled with several shop rags.

When he came out for the restart there was a standing ovation for him and as he settled down on the seat, it was obvious that he was in pain and would rather be standing himself!

The second start saw Steve Bast get out first with Mike right behind him, Sivadge and Schwartz swapped back and forth. But at that big checkered flag for the victory was five time California Champ, two time U.S. Speedway Champ and National Indoor Champ, Steve Bast.

Irwindale, California
June 14, 1975

If there were rafters, the fans would have been hanging from them at the Second Annual Speedway/Funny Car Doubleheader with nearly 7,000 folks on hand.

Ironically, the only sponsor involved in both styles of racing, Joe Pisano of Venolia Pistons, went home a happy winner in both. He sponsors Jake Johnston who upset Jim Dunn in the AA/Funny Car action and also watched Mike Curoso stash away the Scratch Main.

Curoso began his ride with a wired victory in the first Scratch heat over Max Koemans. Scratch Heat winners made up a unique Match Race field in which all four faced off to take the top two for the Best of Three Final. Curoso faced Mike Konle, the second heat winner, and lost out in that one. Third heat ace Bruce Penhall defeated fourth heat winner Bill Cody in the other to place Konle and Penhall in the heads-up match.

It was a classic, especially with $100 up for each two-lap win. Konle won the first race which was a side-by-side affair down to the finish flag. Penhall then downed the second by a margin of five feet. The third ended abruptly when Konle ran out of fuel halfway through. Penhall gave Konle a rematch and it cost him the win as Konle got the drive early and held it.

Curoso made amends with a win over Konle in the first Scratch Semi. Then, after a restart in the second which Max Koemans failed to make after a spill, Cody emerged the winner over Danny Becker, making up the final.

Curoso jumped to the lead early and never looked back after he finally broke off an early charge from Cody. Rick Woods won the Consy after jumping out in front early.

Handicap action went to Lee Crecelius, bumped up out of the Division II ranks in tonight's sparse field. Larry Shaw, from the 30, was second over Curoso, the lone rider coming from the 50. Jim Fishback won the Consy over Wayne Lewis and Penhall.

Results in Results Section.

Local hotline

PHOTOS BY PAUL BARNES

Looks like a five from here — but Bernie went on to win the trial at Poway.

Schreiber wins Poway trials

By Dick Vasquez

POWAY, CALIF., JUNE 8

On February of this year, Marland Whaley (Hon) edged out Bernie Schreiber (Bul) by the narrowest margin possible under ATA rules. The computing had to be carried out to the number of "Ones" to determine the winner. This time, Bernie edged Marland by two points and in the process takes a commanding lead in pursuit of the 1975 ATA Championship. Joe Guglielmelli (Hon) had a disastrous first loop of 24 points and thought he was completely out of it at that point. However, he had an exceptionally good finish with seven and five point loops to take third place.

Guglielmelli and George Smith were on new bikes, thus the entire Team Honda is now aboard the new RTL 300 Prototype. One of the best rides in the Expert class was by 15 year-old Jeff Fish (Mon) who finished eighth. Jeff was also one of the very tired finishers (survivors) at the second National Trials Round at Murderer's Gulch in May — a trial many now consider, in retrospect, one of the toughest trials ever held in the United States.

In the Amateur class, Paul Williams (Bul) edged out Dennis Gilmore (Bul) for the second trial in a row and Raymond Soffa (Bul) came in third. Paul earned enough transfer points to make Expert.

Greg Carter (Mon) who has been red hot in the Novice class, chalked up another win by dropping a mere 10 points. Scott Parker (Mon) finished second followed by Al Roper (Suz). Although the top Novices didn't drop many points, some of the "Beginner" Novices had as much trouble on the loop as they did on the sections. One Novice called it quits after the first loop stating that he could tackle the sections but the loop, in particular a long downhill, was too much for him.

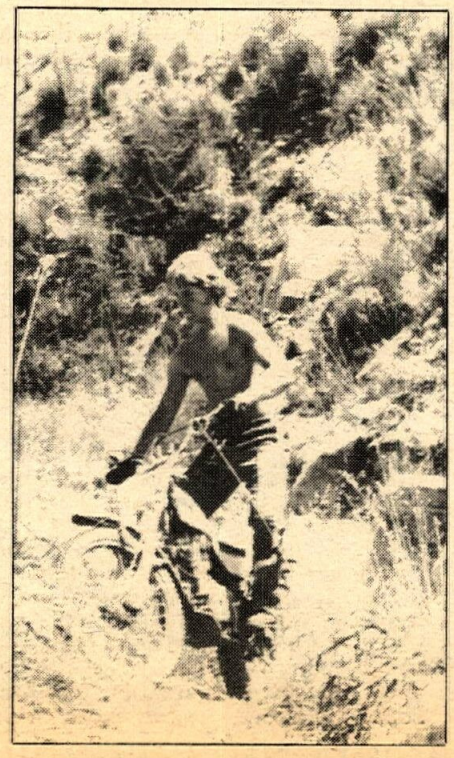
The first real tough section for the Experts was section two which had a series of challenging obstacles topped off with a steep rock-faced exit. Lynn Barnes had a particularly nasty spill here when he snapped a chain just as he was climbing the rock. However most of the points were dropped at section 10 which was located at the bottom of the aforementioned downhill in the midst of a mini-forest with two water crossings, large rocks and tight turns.

The Bogwheelers succeded in laying out a challenging trial for all classes without it being a "bike-breaker". The four mile loop in itself was such a blast that some of the hardier riders tried to "clean" the loop after the meet. The Ironman, Marvin Russell, edged out all comers in this post meet "trial" by dropping only two points.

The next ATA Trial will be hosted by SCTA on June 29 at Claude Osteen Park, Pomona. Special incentives include a $3 entry ($5 for non-ATA) and ice-cold watermelon after the meet. This is also the second of three trial rounds for the State Trials Championship. ●

Results in Results Section.

No. Two tries harder.



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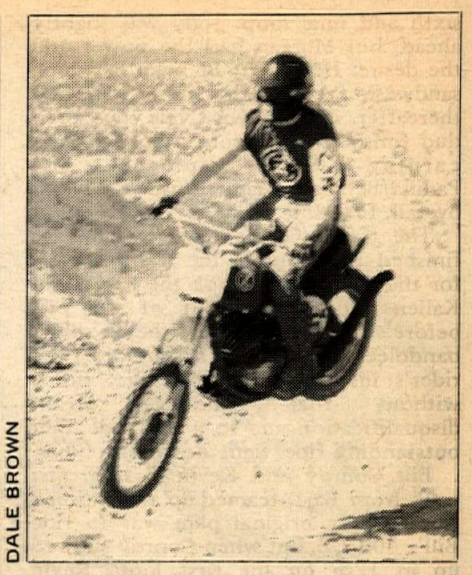
Local hotline, cont'd.

BUZZ

CMC points leader for the number one plate, Bill Rubly, flings his Maico into the air.

DALE BROWN

Morgan Malocco teamed up with Gordon Schmid to win Overall.



DALE BROWN

Benny Padilla shows that Experts aren't any smoother than Novices – just more relaxed.

Racing with the RTMC

By Hidden Images

CARLSBAD, CALIF., JUNE 15

The Pro class today was a combined affair, mixing all cc's into one big group. Mike Tripes (CZ) grabbed the start in the first moto, followed closely by Mark Blackwell (Hus) and Jeff Foland (Pen). Blackwell shot down Tripes' lead after just half-a-lap, but Mark was passed by Foland on the next lap. John Smith of the CRT, the only 125 rider in the class, worked his way from seventh on the first lap to take over third spot on the fourth lap. He then moved up to Blackwell and challenged him for second spot.

Then, on the seventh lap, Foland threw a chain on the uphill, allowing Blackwell to break into the lead. Smith and Blackwell shot it out for about three laps, with John coming into many passing opportunities. The big bore Husky pulled enough on the little Elsie to make Smith back off and let Blackwell have the lead.

Mike Tripes once again grabbed the lead out of the gate, and once again Blackwell took the lead away from hin in half of a lap. John Smith was riding in third spot, followed by Chuck Rouse (Hus). Smith passed Tripes on the downhill after the first go 'round. With the absence of the quick Foland, it was a battle between Smith and Blackwell for top spot. John then worked up to Mark,pressuring him for five laps. Smith finally got him on the bottom turn of the downhill. Two laps later, Blackwell's Husky apparently seized, but he got up and repassed Dale Luedtke (C-A) and Chuck Rouse for second. Mark later commented that the reed-valve might have lost one of its petals. ●

Results in Results Section.

Irwindale MX

By John Bethea

IRWINDALE, CALIF., JUNE 13

It was Graduation Night more than Friday the 13th for many of the Irwindale motocross regulars, yet there were still 175 riders on hand, providing a wild night of racing.

In that 125cc bash, Don Bongiorno (Hon) took advantage of David Taylor's absence and rocketed to a clean sweep. Dave Eropkin (Hon) had three seconds for the obvious runnerup spot. Third, however, was more questioned. Rob Zamora, who has apparently adjusted quite well to the CMC Pro ranks, improved his first moto fifth by taking third in each of the final two rounds to tie Jim Domann on points and ease him back into fourth based upon the tie-breaking order of finish in the final.

Jeff Vidic failed to sweep the 250cc Pros, but he still won overall after he took the final moto with Jeff Jennings (Bul) second. Those two went into that last event tied with four points each. Val Tamietti (Mai) broke his tie with Bill Rubly (C-A) and took third. Rubly held fourth over Dave Foltz (Mai).

Rubly made up for it, however, with his 20th triumph of the year in the 500cc Pros. This week was another sweep over good friend and traveling companion, Luke Messer, who also rides for Precision Cycle on a Maico. ●

Results in Results Section.

DRA team race

By Dale Brown

ADELANTO, CALIF., JUNE 15

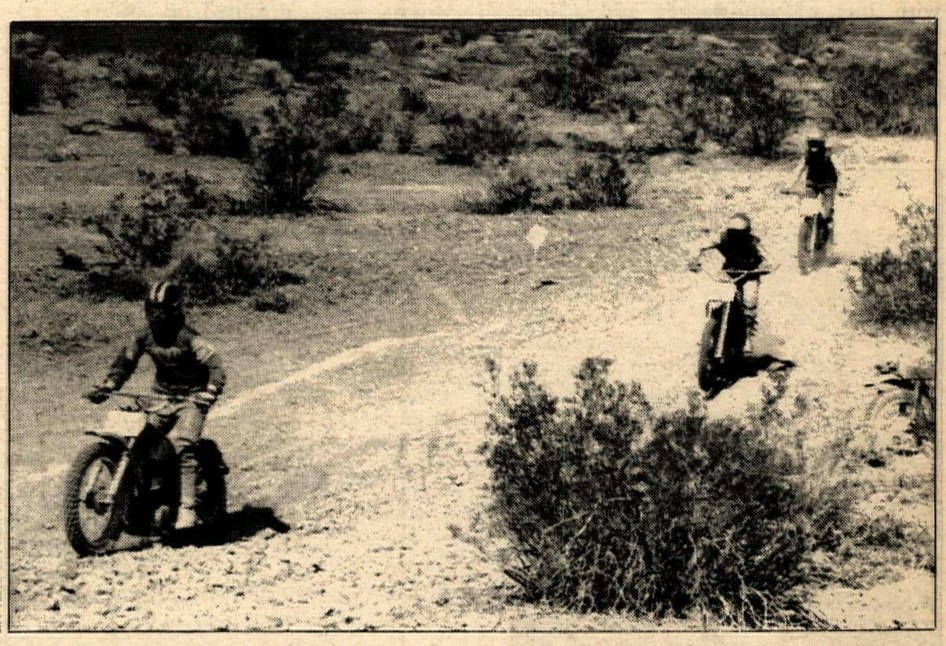
Gordon Schmid and Morgan Malocco teamed up to win DRA's first team race, a wild and woolly 132-mile affair in which the race for first got tighter as the finish got closer.

Wayne Garrett (400 Yam) led it to the smokebomb and past, only to seize in the sandwash a few miles later. Tim Bowman, teaming with his brother Dave on a 400 Mono, picked up the lead and held it into the pits. Then came Amateur Chris Kallen (400 Yam) who handed off to partner Ruben Garcia, then Benny Padilla (250 CZ) who was riding with Amateur Jody Belknap (250 Hus). Schmid handed off to Malocco early and Morgan charged off on the second loop running fourth.

The Bowman brothers kept the lead for the next two loops. Malocco moved up to second, but Schmid dropped back to fourth when he crashed in a giant powder hole and couldn't find the bike (His goggles were filled with the stuff). Kallen regained second, Padilla held third.On the fourth loop, Dave Bowman had the throttle stick wide open while in the lead and crashed. Dave apparently unhurt, arrived in the pits minus the bike. He went back, made repairs, gave it to Tim, who went out and had the seat come off. Some days . . .

Belknap moved into the lead and Padilla and Schmid spent much of the fifth loop arguing over it. Schmid would power past in the fast stuff and Padilla would berserk it in the rough stuff to get ahead again.

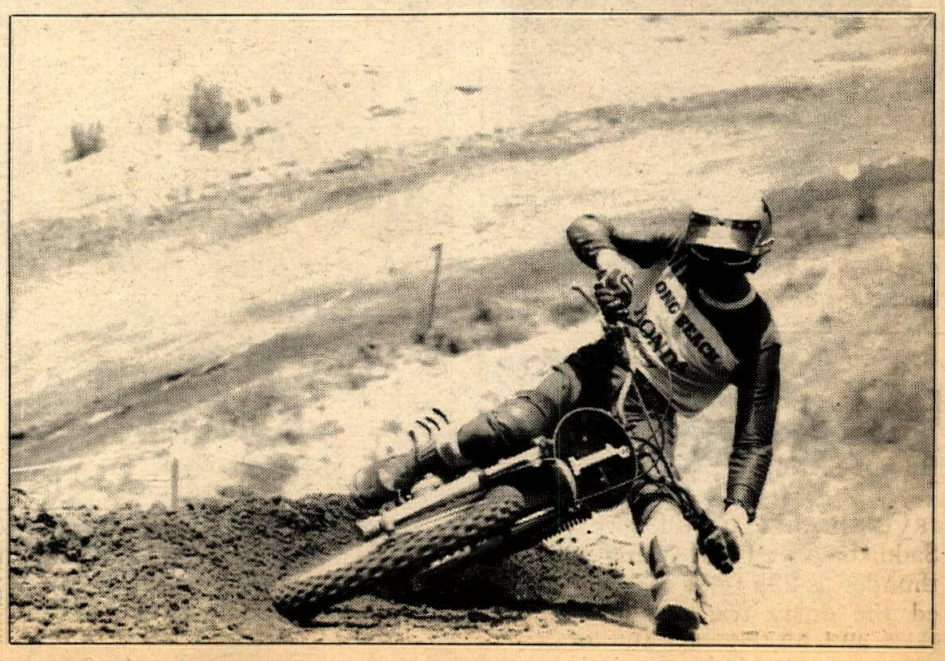
Belknap and Malocco took off for the



DALE BROWN

Much of the course was very fast.

Mike Bell leans it way over on his way to a third overall.



MIKE KLINGER

sixth and final loop. Jody was slightly ahead, but Morgan had the power and the desire. He caught Belknap in a long sandwash and was never headed thereafter. The Crown Cycle sponsored duo finished with about a minute lead, earning $100 apiece. The Padilla/Belknap team finished second overall, first 250.

The Kallen/Garcia team would have finished third but in the frantic battle for the lead, Garcia took the bike from Kallen and charged out of the pits before Chris could put the required bandoleer over Ruben's shoulder. The rider's instructions warned that riding without that bandoleer meant disqualification and so it was that their outstanding ride went down the tubes.

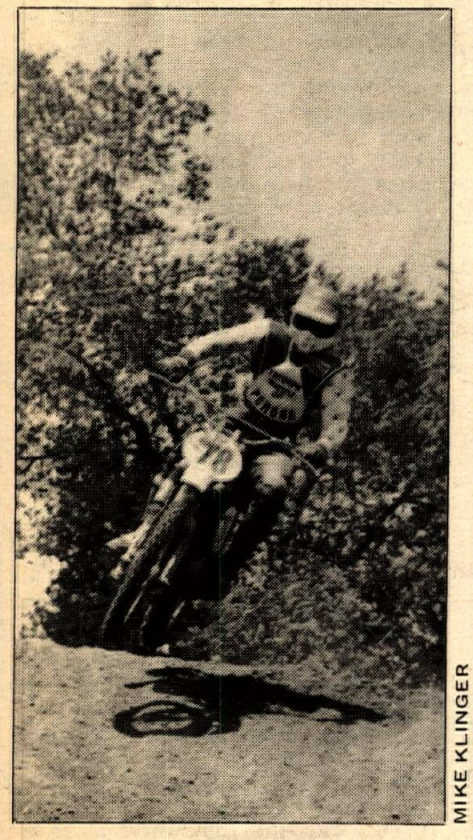
Bill Conroy and Kevin Hasten, just back from Baja, teamed up and finished third. Their original plan was to ride Bill's 400 CZ, but when Conroy showed up in 12th on the first loop, Kevin grabbed his personal 400 and took off to try and catch up. Even though his air shocks weren't working right, he still managed to bounce his way into the fifth position. They ended up third in spite of Conroy motoring into the pits on the fifth loop with a flat tire and no gas cap.

Dale Owens and Heath Hibbard (400 Yam) teamed up and rode a consistent race to finish fourth. Brad Denham and Bob Burtscher teamed on a 400 Mono to take fifth and first Novice. Greg Kammerman and Gary Ringrose (400 Yam) nearly had a third as well as first Novice, but the chain broke on the last loop to end yet another brilliant ride.

It looks like Cyrus Palmer and Danny Jones II (400 Yam) were the overall Beginner winners. With all the lapping going on however, its hard to tell and all results herein are very unofficial.

The 22-mile course was very fast, with lots of sandwashes and a long fireroad to boot. The leaders were going around in about 26 minutes. No wonder the Beginners, starting 15 minutes after the first wave, were all lapped. •

Results in Results Section.



MIKE KLINGER

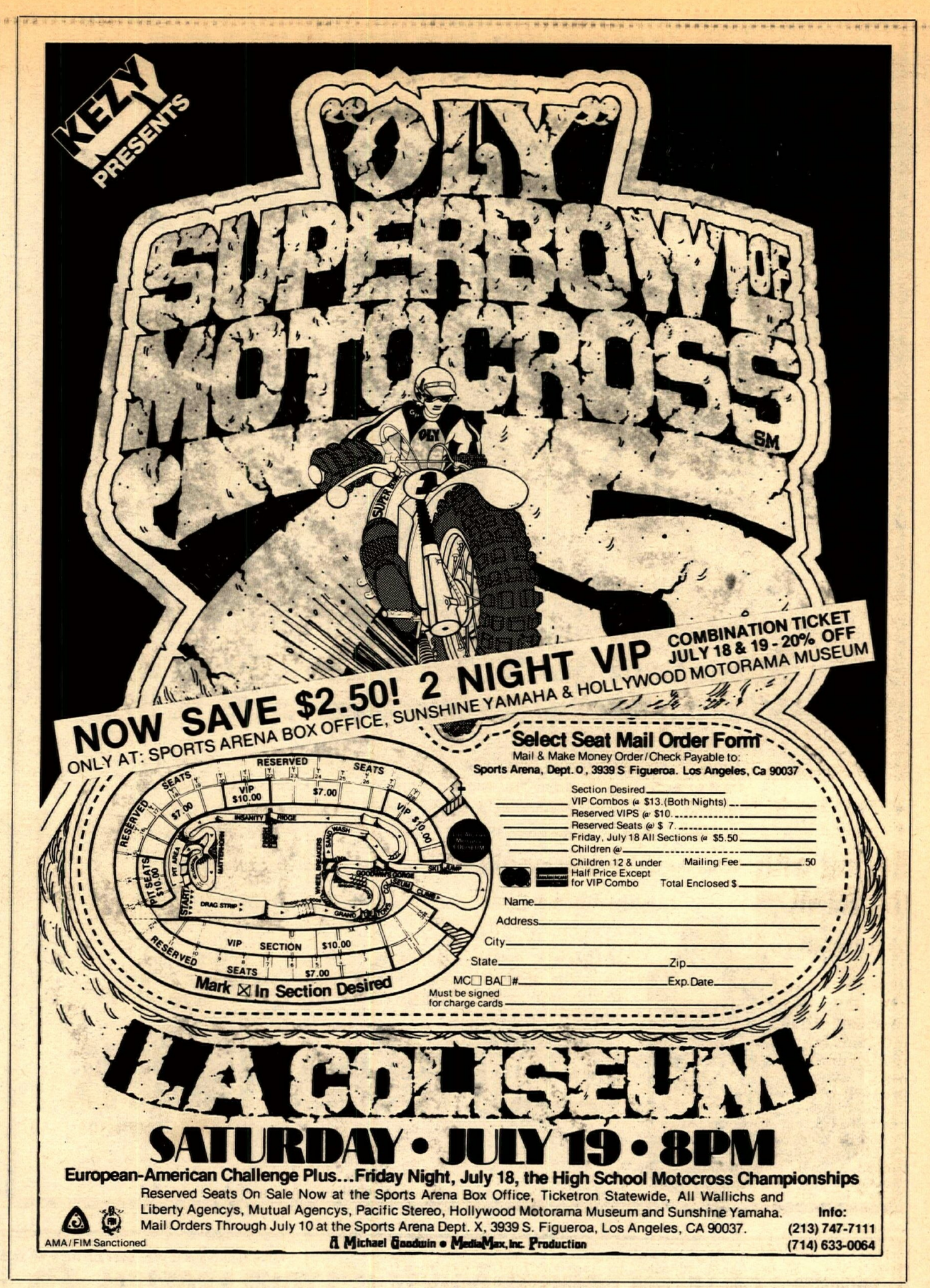
"Rocket" Rex dazzled everybody as he blasted the 500 Pro class.

Rocket Rex returns

By Mike Klinger

IRVINE, CALIF., JUNE 15

Saddleback Park rang with thunder as 235 CMC racers attacked the dusty track under sunny skies and 85 degrees. The loudest



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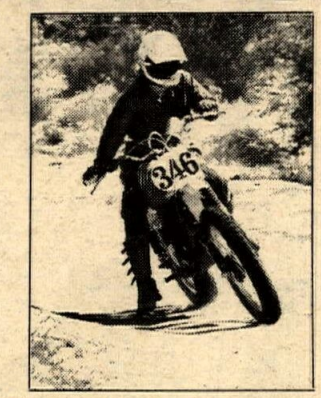
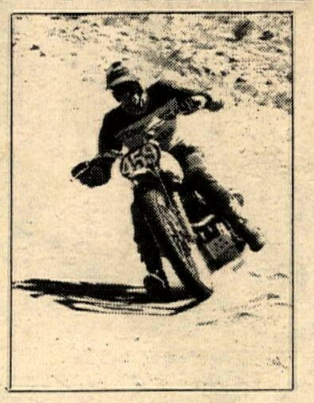


Class 21 winners
Larry Roesler, Bloomington, CA
Bruce Ogilvie, Riverside, CA
won on a Harley-Davidson 250



Class 22 winners
Al Baker, Long Beach, CA
Gunnar Lindstrom, San Diego, CA
won on a Honda 400

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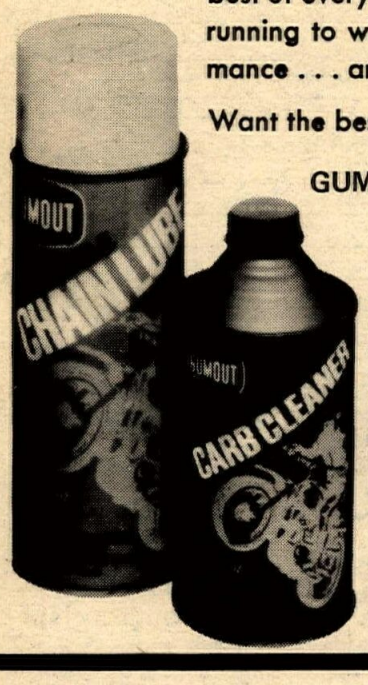

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Local hotli

thunder was made by the return of "Rocket" Rex Staten to "So. Cal.". Staten completely dominated the 500 Pro class with berserko cross-ups and berm-busting riding to outlast the field of 17 Pros.

Saddleback's 500 Pro winner just two weeks ago, Jon Derhammer (Mai) grabbed the lead in moto one and held on for six laps. Doug Sherman (Mai), Rex Staten (CZ), Gary Ogden (Yam), Bill Rubly (Mai) and Bill Clements (Hus) all had good positions to take the lead if any mistakes were made. But it was Staten bombing past Derhammer in the air off a jump to take over the lead and win the moto. Derhammer finished second, Sherman third and Clements fourth.

Staten snatched the lead right off the bat in moto two and no other rider could possibly catch him. Once into the race, the standings never changed. Staten flew away with the win, Derhammer had second on the day and Clements' consistent finishes earned him third overall and some take home bucks.

A three-one combination of finishes by Bob Elliott (Hus) enabled him to be the 250 Pro winner. Elliott lead moto one, but was closely tailed by Jeff Vidic (Mai) and Bob Stem (CZ). Within one lap Stem became the new leader and eventual winner, with Vidic hanging on to second and Elliott dropping to third.

Vidic was running away with moto two when all of a sudden "Maico Breako" — second gear was stripped. Elliott gladly took over the lead with Bill Rubly (C-A) and Val Tamietti (Mai) going for broke. Rubly unloaded over the bars and Stem gained the third position.

27 125 Pro riders converged on the first turn and any one rider could have taken the trophy. Bruce McDougal (Yam) was the lucky one and finished on top after two fine motos. McDougal was well into the pack in moto one with Warren Reid (Hon) in front, Gary Denton (Hon) second and Mike Bell (LBH) in third. Reid misjudged a berm and McDougal shot inside and took over the lead and held on for the victory.

The action in moto two was all Dan Turner's (Hon) from the drop of the gate to the checkered. The hard charging Reid was second, Allen Smith (Hon) was third and McDougal was picking off riders one-by-one to take fourth. McDougal "slammed the door" on Smith in the gully and Bell passed John Tessitore (Hon) and Reid within one lap to take fourth and be in the money. •

Results in Results Section.

Chicken enduro

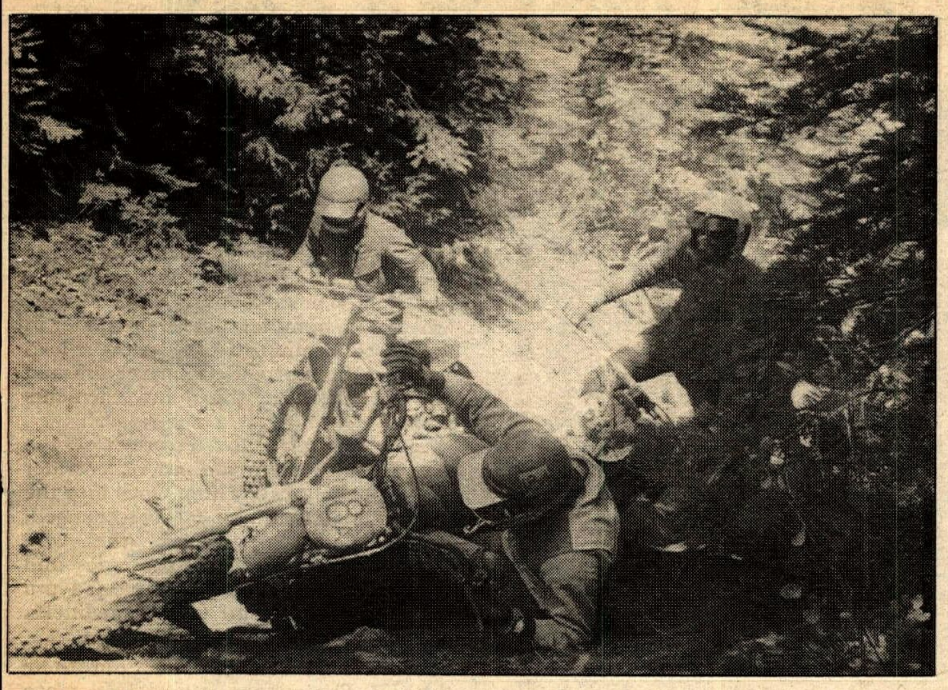
By Larry Langley

OAKHURST, CALIF., JUNE 8

The Pathfinders M/C Annual Chicken Enduro had more than its share of problems this year. First heavy snow forced postponement from the original date in April back to June 8. Then course changes dictated by the Forest Service just prior to the run didn't help matters any.

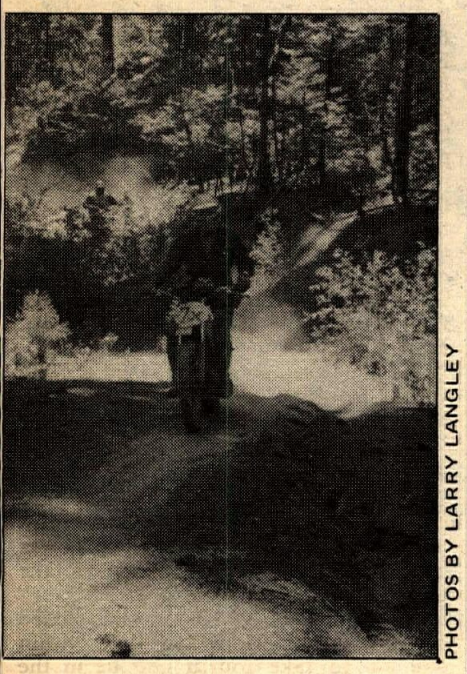
The Pathfinders claimed they had verbal permission (always get it in writing guys) to use an area across Highway 41. But somewhere along the line, the permission was revoked and the club had to scramble to put on an acceptable enduro with a short time remaining. They ended up running basically the same loop twice, which isn't as bad as it sounds. I interviewed one of the six rangers who showed up at the start line to check spark arrestors and he stated the Forest Service was willing to work with the club in putting on the race but they had not received a course map from the club. I hope the Forest Service and the Pathfinders can work out their differences, some give and take from both sides will go a long way in resolving any problems.

cont'd.



For the most part the trail was easy, but still some people had some problems.

Twisty trails through the woods and dust rising from the riders in front of you.



PHOTOS BY LARRY LANGLEY

A few water crossings to wash the dust off your bike.

Anyway, the enduro came off as rescheduled. Route sheets were supposed to be available Saturday but weren't. The riders who came with their roll charts were just out of luck. The enduro used just speed change signs to post the required average. Since this is a totally different timekeeping system than the roll chart method, it was time to learn the Bob Steffan method (do it in your head), or just enjoy the ride and forget about timekeeping. I did both. First one, then the other.

The Pathfinders laid out a really fun enduro course which was challenging at times. Especially the second time around. They started you off down narrow tight trails which made me wish I had cut a couple of inches off of my desert bars. Not too much water was encountered but dust was a problem at times. The sections were laid out in patterns it seemed. A tough tight section and then fireroads to make up the time. The fireroads were somewhat boring if you were on time but fun if you were behind and had to gas it. The hardest part I had to get used to was ducking my head to avoid the low hanging branches. I almost got knocked off my bike a couple of times as I blindly ran into some big limbs as I was crouched over my tank.

What prevents the Chicken Enduro from becoming a prestige type run is the rather loose way the enduro is run. This is not a knock, if you came expecting a super serious run you were at the wrong enduro. The Pathfinders admit they just try and put on a good ride and don't worry about a lot of technicalities. If you don't believe me, the check locations prove it. At an 18 MPH average the first two checks were located at 14 and 28 miles out. Now that just doesn't work out to an even tenth and an even minute, no way. But the club just shrugs it off. One irate rider wanted to protest and the club didn't even want to accept it. That really blew his mind. They finally took it but told him quite bluntly it wouldn't do any good.

There was quite a bit of course cutting on the second loop as riders tried to make up time after they got behind a bottlenecked hill. The course would turn off of a fireroad, run in the woods for a while and come back out. If you were familiar with the area you could easily bypass the section saving much time. I passed one rider three times on the second loop. He never passed me on the trail. A check or two located in the woods would eliminate that problem completely.

At times the scenery was just magnificent. Some of the trails wound up high on the mountain offering a view of the whole area. The desert riders who made the long drive up really appreciated it.

The Chicken Enduro is a rather nice way to spend a weekend if you don't get too serious about enduroing. If you stay loose and just try to have a good time it will be forthcoming. The ride itself is a lot of fun and I highly recommend it. Next year I'll bring my Dial-A-Enduro along and even try to keep on time. I'm looking forward to it.

(Continued on page 38)

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on Weber Canyon Road
Kiona, WA
(509) 586-4191

Seattle area
(Bicycle MX only)
June 21
Jolly Rogers Raceway
216th Avenue and Des Moines
(206) 824-0200

Seattle area
July 6, 13
Start-Up Motocross Park
10 miles East of Monroe
on Hwy 2
Start Up, WA
(206) 362-9233

Spokane area
June 29, July 13
Green Acres Raceway
8 miles East of Colville
on Hwy 20
Colville, WA
(509) 684-4793

Olympia-Tacoma area
June 29, July 13
Straddle Line Cycle Park
16 miles West of Olympia
on Hwy 8
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State Championships to be held at Yamaha Dirt Days, July 19-20, Seattle International Raceway, Kent, Wa. Free spectator tickets available at your Yamaha dealer.

OUTDOOR FORUM

Did anybody besides me who went to California City on June 7th come away feeling overwhelmed, confused, suffering

visions of odd colored blotches chasing each other across huge plastic overlays?

Here's what we saw. I think. To begin with, "BLM" is not a singular noun; it's plural – a group of people with different backgrounds, different ideas, and different ideals. They don't always agree among themselves, even when they're supposed to.

This time they were not supposed to agree. Each resource specialist on the Desert Plan staff was working more or less independently, resourcing his resource so to speak, following this general plan:

1. First they analyzed the existing situation regarding each desert resource, gathering input from general meetings with the public (those Ridgecrest, Trona and L.A. meetings) and from meetings with individual user groups.

At this stage (about 2 months ago), Bob Tartter, with the help of Ron Burpo, Bob Hayes and Mike Henshaw, submitted maps and recommendations on behalf of desert riders – like moving the north boundary of the Tortoise Preserve out of the Rand Mountains, to open up the canyons for ORV use.

By the way, that's the kind of information BLM needs – Tartter pointed out the *fact* that tortoises inhabit an area which is bounded more by natural terrain than by section lines drawn on the map.

2. After collecting input from interested groups and individuals, each resource specialist studied the possibilities for improved management of the potential of his own specialty. Each put his information on colored overlay maps and compiled a booklet containing all the possibilities, regardless of numerous conflicts within each resource.

That's what we saw: a study by each specialist, listing every possible opportunity to derive maximum potential benefit from his or her specific resource. June 7 was the final step in the information-gathering process. What they wanted from us was any additional information we happened to have.

The specialists were there to answer questions and gather information, and with a couple of exceptions they did just that. At times some tended to be more interested in defensively arguing the merits of their case than in engaging in any intelligent discussion, but on the other hand we had a couple of bikers who behaved with all the maturity of the average 2-year-old also.

Bill Templeton (vegetation specialist) really did his homework. The areas he has pinpointed for the protection of rare plant species are small and precise, generally less than one square mile each. It's my guess that when he got a letter from the Militant Society for the Protection of Everyweed saying "We saw a Plantus Protectus a few miles off Highway 14," that he went out, located the plant, and drew the location carefully on his map rather than blindly shading in a 60-square-mile area somewhere in the vicinity of where he thought it was they said they thought they saw what might have been a rare plant.

Less precise and less cooperative was the wildlife specialist. Instead of listing "opportunities for resource improvement," she showed "alternative A" (expanding the Tortoise Preserve to include the rest of Rand Mountains) and "alternative B" which is a new preservation area with boundaries suspiciously similar to the Fremont Valley open area.

Another fascinating point. The wildlife specialist also explained that both the dune buggy people (CORVA) and the four-wheelers (CA4WD) have sent letters supporting the tortoise fence. But neither CORVA nor CA4WD know anything about any such letters. Ray Moon, Southern California vice president of CA4WD, is against fencing the area. He favors the tortoise preserve, but can't see any reason why the northern boundary shouldn't be moved south to exclude the Rand Mountains.

Further Wildlife recommendation: Two areas totalling 80 square miles have been recommended as a protection area for the Vagrant Shrew. I can't understand why anyone would consider advocating using such a large amount of land for the protection of a rodent. Even if they are in danger of extinction, which is open to serious doubt if they are concentrated in that large an area, shouldn't we consider the fact that extinction is a natural phenomena, that at least 50 species become extinct each century?

Archeologists are asking for 16 square miles in the Black Hills, which shouldn't upset anybody. But they have also identified a large area as a "possible milling site" – an area where past tribes may have milled their grain. The largest of these areas corresponds closely to the Rand-Spangler open area. Let's hope that when the specialists begin hashing out the conflicts that "recreation" overrides "possible milling site" in importance.

Speaking of recreation, the recreation resource specialist Bob Badaracco, is in a tough spot. Recreation covers not only ORV use, but hiking, hunting, reptile observation, sightseeing, pleasure driving, birdwatching and backpacking.

Remember, what we saw in California City was the complete set of possibilities, before any of the conflicts are resolved. Nevertheless the list of improvements to the recreational resource is very depressing. Look back at how many forms of recreation infringe on motorized vehicle use.

Not only do the animal and cultural resource people want large chunks of the desert closed, but even the recreationists are hungrily chomping away at our areas. The hunters want Red Mountain and the Spangler Hills closed to ORV use to improve hunting. Sightseers want Jawbone closed to ORV use. So do the reptile watchers.

Somebody wants the Trona Pinnacles closed to vehicular use – ever been there? All sorts of vehicle tracks around the base of the pinnacles, but the tracks are scarcely visible due to the hard sand surface. Natural forces will erode the pinnacles in the far distant future, but vehicle use around the base just plain isn't harming them or detracting from their scenic value.

Somebody else wants to nominate the Garlock Fault to the National Register of Outstanding Landmarks, establish sightseeing spots along it and protect it. The equestrians want the area south of Ridgecrest closed to ORV use.

All these people want a piece of the action, and in the opening remarks, recreational specialist Badaracco recognizes the need for a "comprehensive management plan to protect the recreational resources which should pay special attention to the impact from mining, grazing, ORV use and pot hunting."

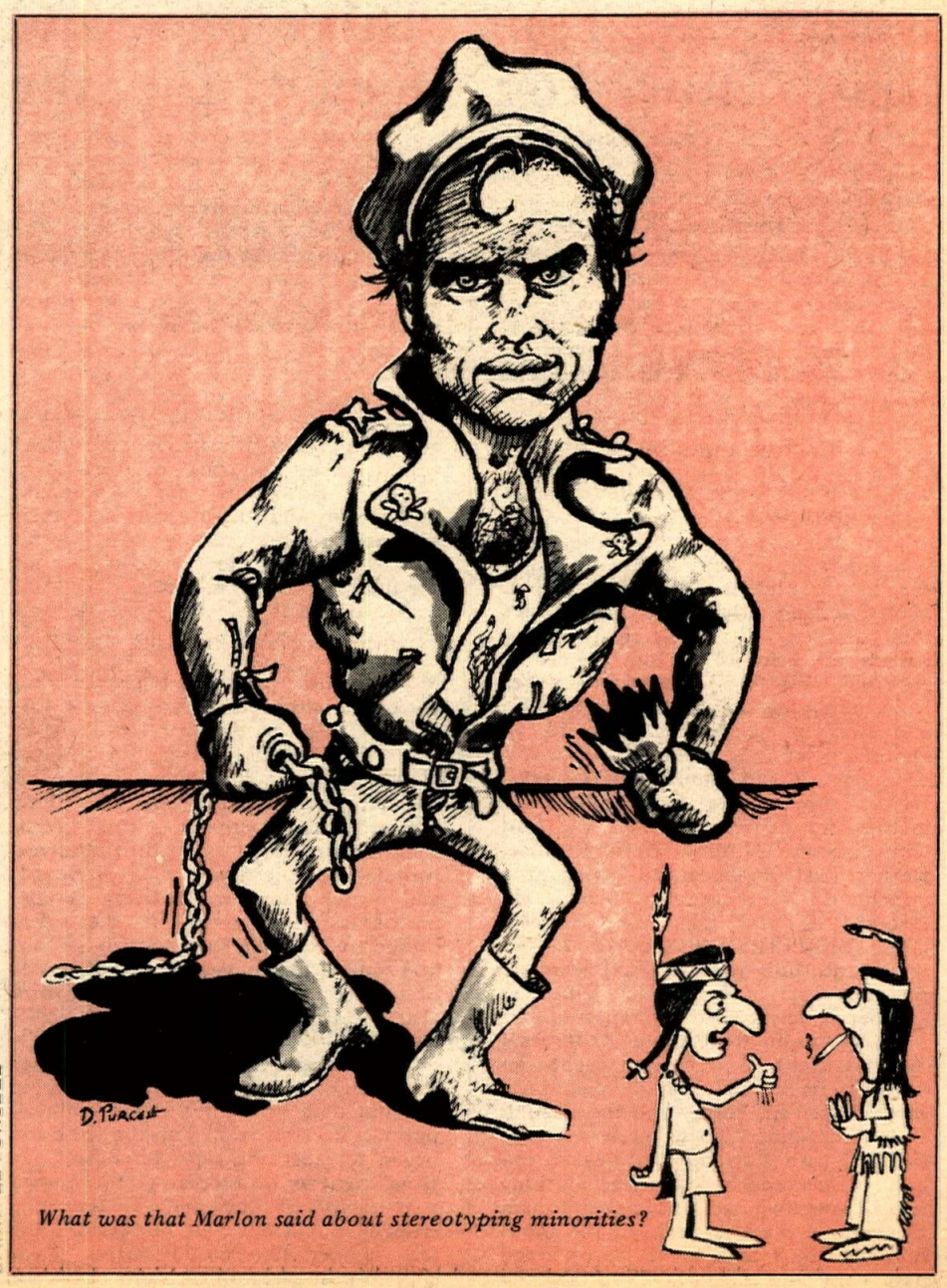
Next the staff will get together to iron out conflicting suggestions – last day for comment on what we saw in California City is this Friday, June 20. So write it down and mail it tonight.

It's going to be very interesting to see what the staff comes up with. We'll find out when the draft comes out, about July 14.

Friends, I could be wrong. I have been before, all too frequently. But after absorbing as much of the vast collection of recommendations as possible, I can't shake the feeling that the draft plan is going to start from the Interim Critical Management Program and take two giant steps in the direction of "designated routes of travel" and "BLM designated race courses" and damned few of them.

INTERESTING NOTE: Remember Fradkin, the L.A. Times environmental goon who compared the CORVA dune buggy roundup at Pismo Beach to the Woodstock Riots? An inside source says he left the Times by mutual agreement when his supervisor sent him to cover a story at the state offices which he considered beneath his dignity. And a usually reliable Sacramento source says Fradkin is very very quietly working with Claire Diedrick and Larry Moss (ex-Sierra Club officers and current Brown appointees) – probably being groomed for a job as Chief Deputy Director of Parks and Recreation. Heaven help us all.

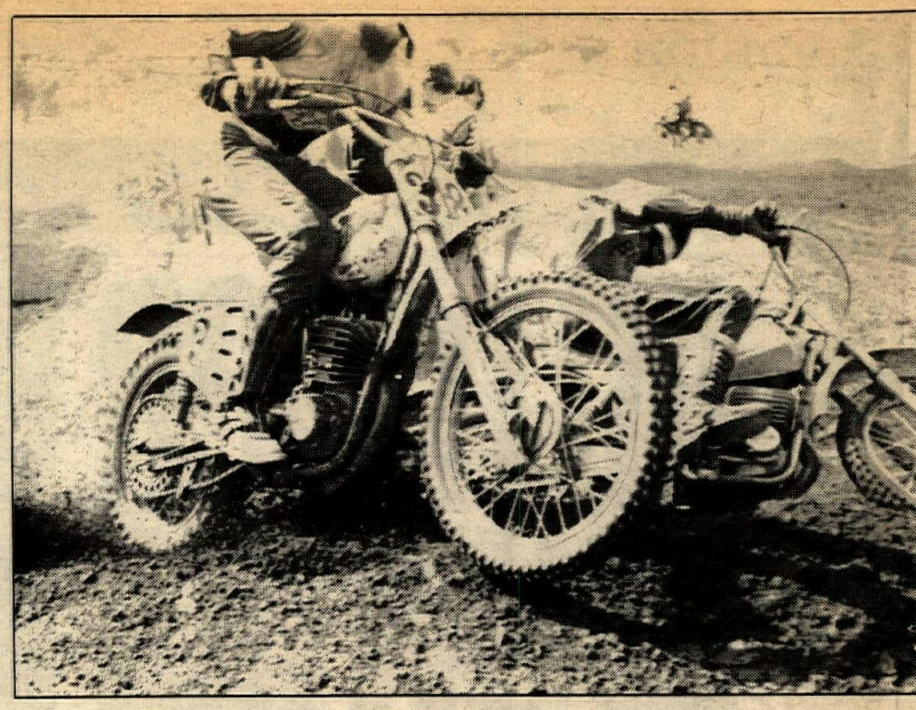
Leslie Richards



What was that Marlon said about stereotyping minorities?

DARRYLE PURCELL

The title match in the closing laps.



Steve Stackable puts his Maico under a competitor.

Howerton wins the battle: DiStefano wins the war

By Jody Weisel

WHITNEY, TEX., JUNE 15

It was the Dream Mile, the Fight of the Century, and the best of all worlds as Tony DiStefano and Kent Howerton dueled for the 250cc National Championship in the small Texas town of Whitney. Howerton and DiStefano were, for all practical purposes, alone on the fast loamy Lake Whitney Cycle Ranch as no one could, or wanted to, match their blistering pace in the hot Texas sun. DiStefano came into the last 250 round with a mathematical edge of 60 points over Texan Kent Howerton. Tony only had to place in the top three to clinch his and Suzuki's first National title. Kent Howerton had to dial his Husky into first place and hope that Tony wouldn't break into the top three on the leaderboard.

The first moto was off to a nerve wracking start as Tony DiStefano fell in the first corner as Steve Wise (Kaw), Mike Kessler (Hus), Gaylon Mosier (Mai) and Steve Stackable (Mai) led the parade lap. Kent Howerton, the crowd cheering him on, motored over DiStefano's fallen bike as Tony was up and away in eighth. On the third lap DiStefano was up to fourth place and charging at an unbelievable pace. Within three more laps DiStefano's momentum carried him into the lead with Jammin' Jimmy Weinert, Wise, Kessler, and Howerton following at a respectable distance. In places six through 10 Stackable, Mike Hartwig (Hus), Terry Clark (Hus), Gaylon Mosier (Mai) and Billy Grossi (Suz) were all showing signs of impatience with one another as they passed and repassed.

As the moto wore down to its final minutes Kent Howerton brought the crowd to its feet as he rapidly closed the gap between his Husky and the Suzuki. DiStefano said, "When I fell down in the first turn I got up and pushed too hard. At the end I didn't have anything left." Howerton had laid back in fourth throughout the first half of the moto but with four laps to go he rocketed past Tony and pulled away to take the win by a safe margin. DiStefano, Weinert, Stackable, and a surprising Terry Clark went to the pits with the announcer chanting their names as the first five. Mike Kessler who ran in the top 10 throughout the moto ran out of gas, Mike Hartwig held a solid third with one lap to go when his front wheel broke, Stevie Wise led the first fourth of the race only to succumb to a ratty engine, and many riders fell victim to the 95 degree Texas sun.

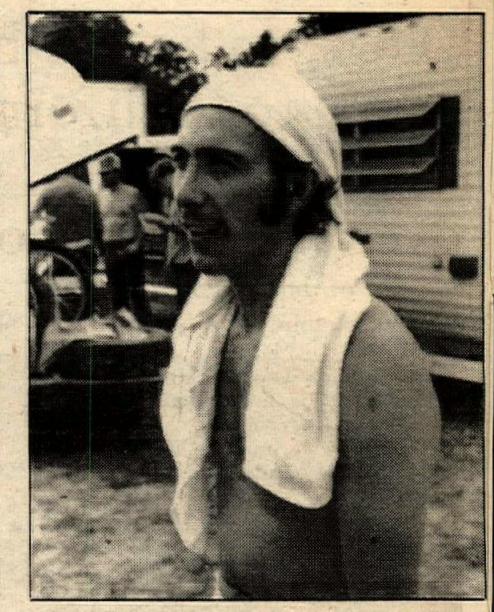
In the pits the activity was muted as everyone knew what the next moto would mean for one of their two friends. Howerton and DiStefano walked around their vans as their mechanics Eric Crippa and Keith McCarty readied the two machines for the final showdown in Texas.

At the fall of the gate it was DiStefano dropping the hammer followed by Mosier, Jim Turner (Hon), Marty Smith (Hon) and Jimmy Ellis (C-A). As they came through the fine mist of dust on the first lap Tony D. was 100 yards ahead and Kent Howerton was a distant sixth with Turner, Mosier, Smith, and Ellis filling the ground in between. Grossi, Terry Clark, Mike Kessler and Mike Runyard rounded out the top 10. The pit boards and water cups were flying in the mechanics' area everytime the riders passed by. The Jammer jammed his foot and pulled in to get some aid, while Steve Stackable's Maico stuck in third gear. Both Weinert and Stackable continued to race.

The partisan Texas crowd could see that Tony had it wrapped as the margin continued to grow, but at the mid-way point Howerton turned up the wick and began to close the gap with Billy "The Bear" right on his tail. Howerton nipped past Tony at the end of the long straight, but Tony took him back in the left hander before the tower, Kent slipped past again on the same lap as the two riders careened around the track within inches of each other. Neither rider shut off and no one gave ground. Howerton had to win, for him it was do or die, but Tony could run second and still take the National Championship on points. But DiStefano wanted to win the National Championship by winning this race! Four times the two riders traded the lead with Howerton leading at the mechanics' area. "They were throwing water on Kent," Tony said after the race, "and when he took his goggles off I knew he couldn't see. I gassed it past him." DiStefano took the lead from the temporarily dust blinded Howerton and the crowd sighed as though it was all over but the shouting. Howerton was still pressuring with five laps to go when suddenly DiStefano slowed. His left shock mount had broken allowing his cantilever gas shock to come adrift. Howerton was by in a flash to take the lead and hold it. The question was would the other shock hold up to the strain? Would the slow pace allow the other riders to catch up? They were all moot points as Tony DiStefano kept the monoshock Suzuki on the gas and well ahead of pursuers Billy Grossi, Terry Clark, Mike Runyard, Tommy Croft and Jim Turner.

Howerton got the lion's share of the $8,000 purse for his two come from behind wins. This was Kent's third win in the five race 250 series. Tony DiStefano of Morrissville, Pennsylvania becomes the first person to break the Gary Jones stranglehold on the 250 National Championship in three years. Kent Howerton is second and Billy Grossi nipped Jimmy Weinert for National number three by virtue of his third place finish for the day.

Tony DiStefano suiting up.



Jim Weinert cooling off.

Billy Grossi took third.

500 Support

Peter Lamppu won both motos of the 500 Support class today showing the kids how to go full bore for 30 minutes. In the first moto Ricky Kidd reeled off a giant lead by the halfway point only to have Lamppu catch and pass him in the later stages. Don Kudalski was the fastest rider with the shortest fuse as his Rokon drove through the pack only to fall to the wayside.

Lamppu easily won the second moto after Kudalski ran out of gas on the

Terry Clark took a solid fourth in the National.

Weinert took third in the first moto, jammed his leg in the second.

PHOTOS BY JIM GIANATIS, JANET SMIEDLIN, AND WEISEL

penultimate lap. Colorado whiz kid Carl Zortman took second overall with a four-two score ahead of Texans Mike Crowley (Bul), Jeff Kring (Yam) and Gary Beam (Mai). ●

Results

250cc NATIONAL: 1. Kent Howerton (Hus) 1-1. 2. Tony DiStefano (Suz) 2-2. 3. Billy Grossi (Suz) 6-3. 4. Terry Clark (Hus) 5-6. 5. Mike Runyard (C-A) 7-5. 6. Jim Turner (Yam) 9-7. 7. Gaylon Mosier (Mai) 8-9. 8. Chuck Lampe (Mai) 11-10. 9. Jim Weinert (Yam) 3-19. 10. John Savitski (Bul) 15-8. 11. Wayne Boyer (CZ) 12-13. 12. Tommy Croft (Hon) 22-6. 13. Steve Stackable (Mai) 4-24. 14. John Ayers (Mai) 17-12. 15. Charles Cooper (Kaw) 18-18. 16. Marty Smith (Hon) 13-25. 17. DeWitt Knox (Yam) 25-14. 18. Steve Gautreau (Hus) 19-22. 19. Arlo Englund (Bul) 14-28. 20. Mike Jones (Kaw) 26-17.

500 SUPPORT: 1. Peter Lamppu (CZ) 1-1. 2. Carl Zortman (Yam) 4-2. 3. Mike Crowley (Bul) 6-5. 4. Jeff Kring (Yam) 5-9. 5. Gary Beam (Mai) 10-8. 6. Griffin Welch (Mai) 13-6. 7. Rob Reynolds (CZ) 9-10. 8. Bobby Pickrad (Pen) 17-3. 9. Ricky Kidd (Hus) 3-18. 10. John Burgher (Mai) 12-12.

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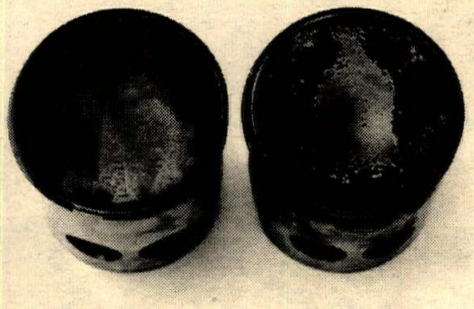

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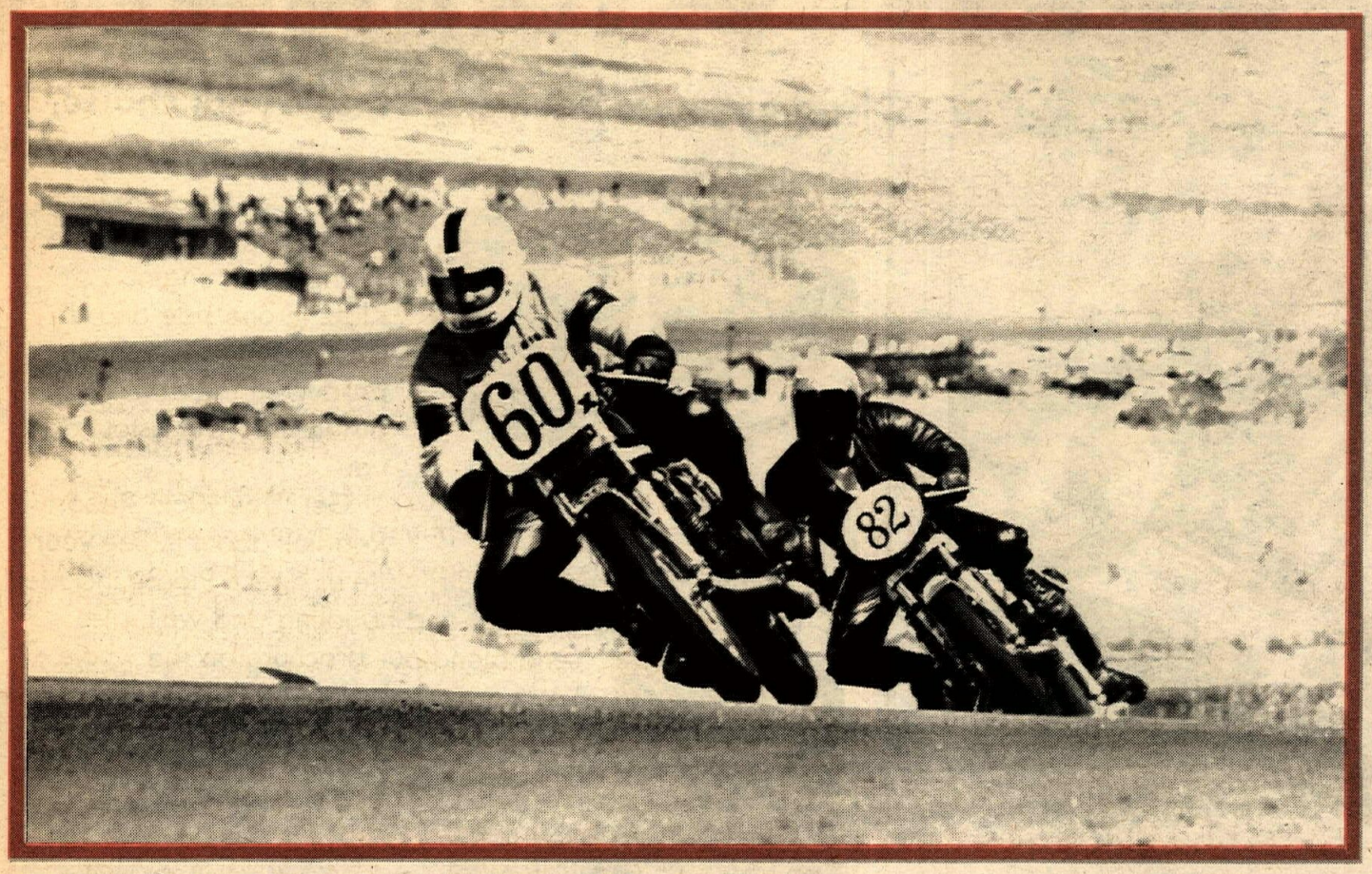


Alan Barbic leads Steve Sizelove up the hill early in the 350 Prod race. Behind them came the multitude.

AFM road race: Weekend warriors flock to Sears

By Lane Campbell

SONOMA, CALIF., JUNE 15

Suppose they gave a road race and everybody and his brother came. Can you handle 270 riders? (AFM barely could) They started 47 in the 350 Production class, all in one wave. And everybody survived. Worst injury reported for the day was a pair of broken fingers. One rider, Jim Boyer, landed hard enough between turns three and four to forget everything that had happened to him during practice. Then one of the sidehacks laid oil in turn seven just before the new rider practice, and – you guessed it – nine bikes down at once, including one of the "instructors".

With a long and somewhat complex double practice session out of the way, the Lightweight race (125 GP, 200 GP and 250 Prod) started things off right. Randy Mamola led everybody up the hill with Dain Gingerelli (250 Prod Yamaha) and Tom Chew (200 GP Suzuki) tucked in behind. For Gingerelli, this was good fortune after bad, since an hour earlier, he wasn't sure he'd make the start. He had thrown his 250 away in practice, broken a shifter, and just finished buttoning it up during lunch break.

Mike Baeder hustled up into second during the next lap, only to be displaced by Dan Spisak, who swooped Mamola also and held him at bay for three laps. On the next to last lap, Spisak overcooked it momentarily and dropped about a half-dozen places. Mamola took it over again and finished with Baeder pressuring him right to the end. Wally Karpynec finished third overall a short distance back for first 250 Production, Gingerelli was another distance back. Tom Chew had slipped considerably in the overall order, but still took the 200 GP class.

Harry Klinzmann ran away with 350 GP while Jack Baker slipped into second after playing tag with (254, no name listed) and Rudy Galindo outlasted a place-swapping duel against Mike Baeder for third.

Baeder and Galindo were at it again in 250 GP, though this time they had fourth and fifth up for grabs. Again, Galindo got the toss. Meanwhile, Klinzmann had to scratch, as Jack Baker passed him about mid-race and went WFO in an effort to stay ahead. He had power on most of the straights, but the pressure got to him when he fell in turn four.

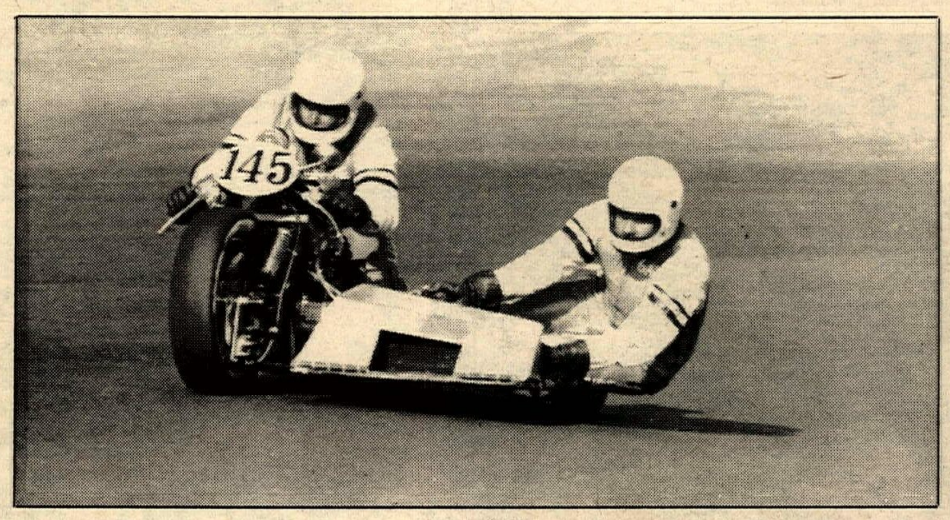
More races within races as Martin Siegel blew everybody away on a slippin' slidin' 750 Kaw with street bars, and Gerald Elkin hung in for second Heavyweight Production, first 500.

The sidehack race turned into a parade of walking wounded, though Lougee/Gipe and Murray/Coleman kept a dice alive for most of the race. The Gorsch/Murray BMW outfit was black-flagged after it again dribbled oil the length of turn eleven, effectively forcing cancellation of the Cafe class race, as shadows were lengthening.

The fact that the 40-plus Cafe entrants didn't brew up a revolt says something about the magnetic effect of Sears Point as a riders' course. Much of the success of the circuit this season can be laid to the "run-what-you-brung" character of the entry. A 500 BSA single was second in 500 GP, with Vance Breese up. Faced with a choice of converted drag strips and door-slammer speedbowls, Sears is one of the few places left where riders race, not bankrolls. ●

Results in Results Section.

The Lougee/Gipe hack, slightly sideways.



Peace. Vance Breese, on the Thumper.

Archie's tradition lives on!

By Ann Carr

LODI, CAL., MAY 31

Four hundred plus riders from all parts of California and the Northwest zinged their way around a wide-grooved but slippery course tonight to compete for 81 trophies and numerous contingency awards in an 80 event program which lasted approximately six and one-half hours. Spectators did their share to carry on the Archie Clark tradition as they consumed over $1000 worth of food and all the beer available – all in the name of M.O.R.E. The Stockton Scramblers, Port Stockton, Stockton, and Lodi Motorcycle Clubs will donate over $2000 to Russ Sanford's group in this 10th annual event honoring Archie Clark, a bike mechanic who died 10 years ago while on his way to Lodi to work a benefit race for mentally retarded children.

The most outstanding race of the evening was a special one in which plate racers may compete on their choice motor. John "Elbows" Hlebo and Kim Jorgensen broke away from the 11 other plate riders and staged a wheel to wheel run for the Jorgy's Motorcycle Shop $50 check. Kim had selected a 250 Can-Am in this race, and the choice was a superb one as Kim chased "Elbows" for eight laps before gassing it on the sweeper and going by when Hlebo made one slight bobble.

"Elbows" gained revenge in the 500 Expert Main, as he held off Kim for the full 10 laps. Behind these two were Mike VanLienden, Duane Yarrow, and Ray Huff who struggled to catch up with the front runners, but ended up fighting off each other.

Junior action this evening featured excellent rides by Lodi MC president Dennis Kritzer (350) and Red Needham (250). Dennis diced the full time with Hayward's James Mahoney before slipping by at the tree turn on the white flag lap for the win.

Needham, meanwhile, had to work his way from fourth to first in the feature. The infamous tree turn makes or breaks at Lodi and familiarity was the key as Red nailed several riders at that point. Shane McFarren muscled his way into second on the last lap and relegated Kip Culver and Gary Gallagher to the last two spots.

The 125 and 250 Novice classes claimed 69 competitors between them; consequently, heat races for the three transfer spots were keen. Local riders dominated the 125 event as Ken Burton took both heat and Main honors aboard a Yamaha. Modesto's Bruce Sanders was the only non-local to crack the trophy list, a second place finish over Stockton's Jamie Noreen, Roy Hudson, and Brian Johnson – all aboard Suzukis.

Mini racers were forced to transfer in some classes as 78 riders filled almost every class. Competition was the stiffest in the 80 Novice section where diminutive Yammy rider Marvin Lewis jumped out front for an uncontested win but pack riders exchanged positions often. John Rabideau (Hon) gained second when the third man attempted an outside pass before the jump and could not make the course. Tracy Hays in his first race ever followed a strong heat ride with a solid Main third ahead of Modesto's Steve Hawkins.

Special event winners were Patty Thompson in the powder puff race, a "no cardholders allowed" event, and Dennis Kritzer in the club challenge race, presidents versus referees on 60cc machines.

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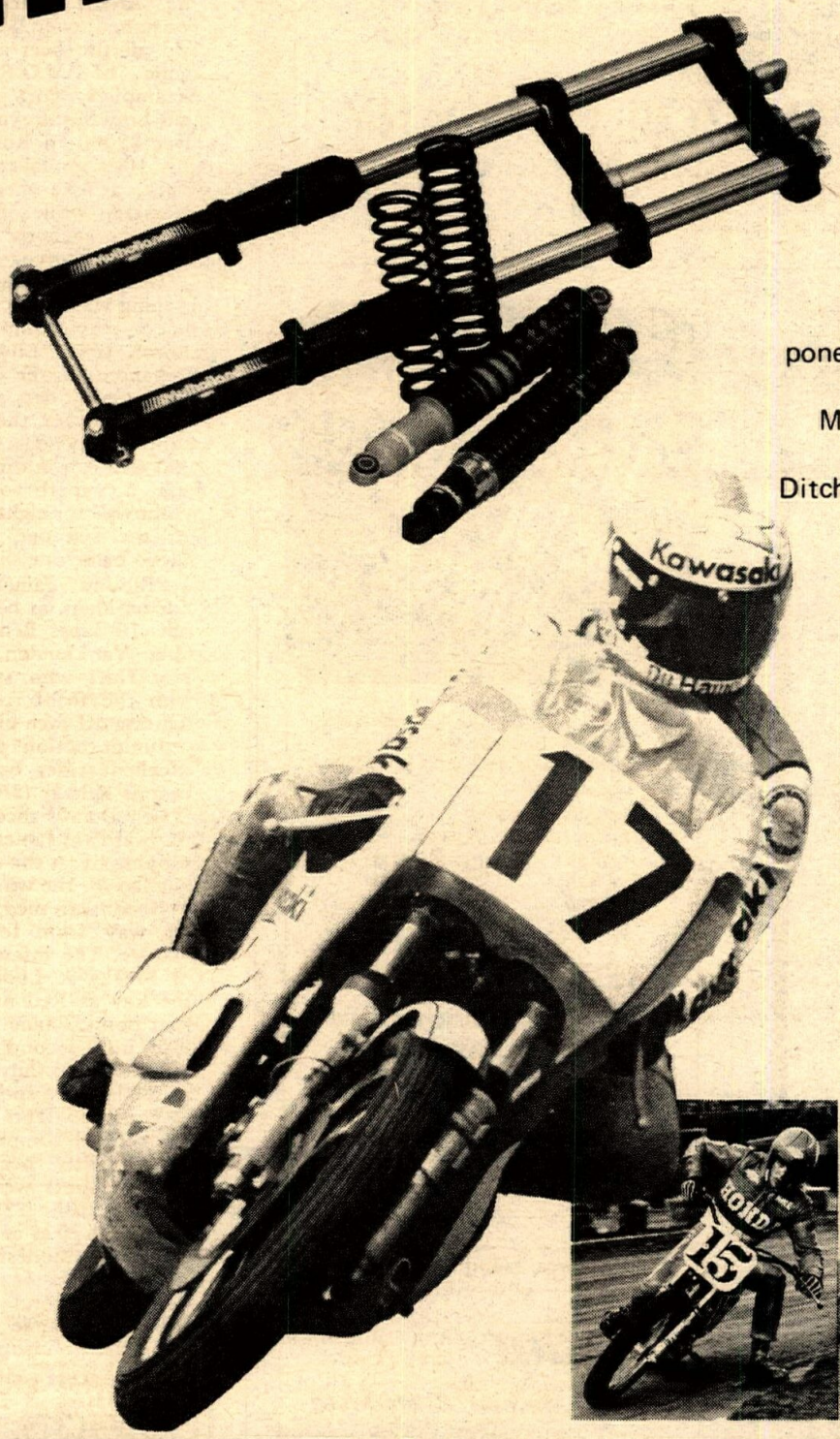

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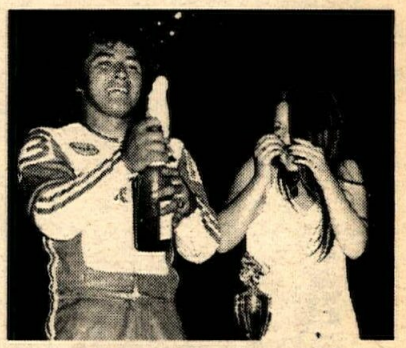

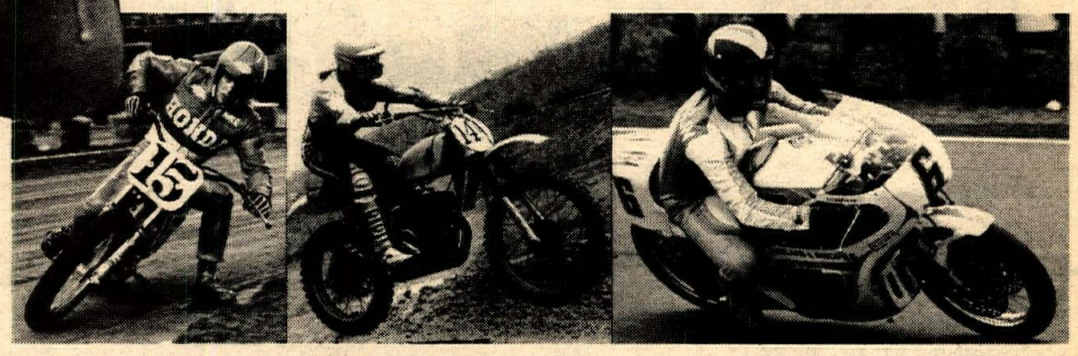

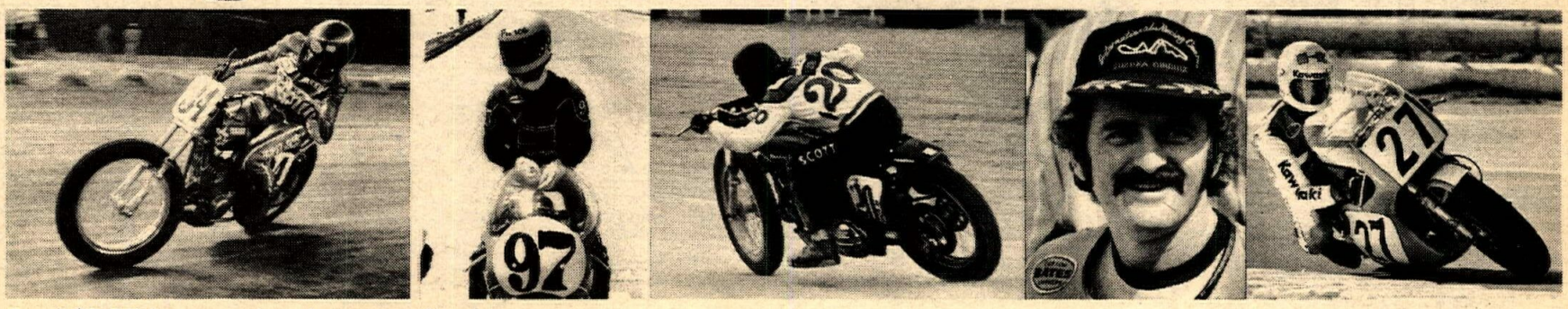

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Results in Results Section.

Third Annual Red Dog Trials

By Clay Henry

COLFAX, CAL., MAY 25

Seventy-five entries braved the Memorial Day Holiday traffic to compete at the Red Dog Creek area, 16 miles outside of Colfax, California. Meet Manager Bill Flewelling and his Assistant Bill Hoffman laid out an 11 section, 12 mile loop that was difficult to complete, but the sections were within range of most of the contestants.

The managers and the Sacramento Club are to be commended for having the courage to try something new, the High School Division within the confines of the Novice "A" division. Your writer makes no bones about it, he is highly prejudicial towards including the Junior and Senior High School students in a class of their own.

Larry Gurley, on a Suzuki, did it again. This was his fourth trials and also his fourth straight triumph. He won the overall with an amazing 23 points which also won him the Amateur division crown.

The Expert class was a ding-dong battle all day long with Darwin Smith, Coalinga, Derek Belvoir, Redwood City, and Bill Davey, Redwood City changing the lead from loop to loop with the Coalinga entry eking out a victory. Belvoir's and Davey's positions were decided in favor of Belvoir by one clean.

After a slight snafu in the final scoring for third, Gurley walked off with the top honors in the Amateur division. Probably one of the most fierce competitors your writer has ever known, Norm Saylor, Reno, took second with a 29.

A close race developed in the Novice "A" division with Phil Smith edging out Steve Dougherty, 35 and 38 respectively. Sparks, Nevada high schooler Jim Slayton trailed in with 46.

Section nine took top honors as the most complete and challenging section. It consisted of a steep downhill with a tight turn and a drop off into a deep water hole with a long cambered run out to another drop off to rocks and a "Biggie" rock to go over. Very few cleans here.

"Three" looked like a giveaway, up a narrow rocky creek bed with a couple small turns until suddenly the riders were confronted with a 24 inch rise over a large tree root and an 80 degree turn up a slight bank. The first of four cleans was made by Derek Belvoir. •

Results in Results Section.

CMC National-MacDannald gets the bucks, Rohrer gets the bike

By Sallee Hiltson

PLYMOUTH, CAL., MAY 25 & 26

Neil MacDannald (Yam) demonstrated the merits of his two Noguchis by taking top money in the 250 as well as in the Open class. Alan Rohrer, a Junior (Novice) entrant from San Jose rode a 125 Honda Elsinore into the winner's circle four times in the two days of riding to capture the grand prize, a 125 Yamaha Monoshock.

This Memorial Day Weekend event was CMC's first National, was a two

rth

day, four moto run for the $4000 in cash and contingencies, which over 400 riders took a stab at. The 95 degree showing on the thermometer could have led to a disastrously dusty course on the fine black sand at Plymouth, but the track was well prepared and maintained. The dust was kept down enough to be able to see the "whoop-de-doos" before hitting them, and that tricky first turn had been modified.

Halfway through the second day of racing the program was delayed when promoter-referee Fred Dion and many of the riders and spectators grabbed shovels and left the race to assist in putting out a nearby brush fire.

All Juniors and Intermediates, 125, 250 and Open were eligible to win the big prizes. (First prize: 125 Yamaha Monoshock, second: Custom leathers, third: High Point boots, fourth: Trelleborg tire, fifth: Torco products.) All they had to do was end up the two days and four motos with the smallest number of total points! Alan Rohrer (Hon), riding in Division IV 125 Junior, Mark Anderson (Hon), Division II 125 Junior and Matt Hansen (Hus), Division II 250 Junior were in a three-way tie for the grand prize with four firsts each. The tie was broken by counting laps led totals, giving Rohrer the bike but resulting in another tie for second prize. This one was broken by counting laps led in the last moto. Hansen got the leathers and Anderson the boots.

Getting crowded as 250 Experts hustle for a share of $4000.

Cloyse Holland (9A) takes one the hard way, as he stuffs it under Phil (42) Crane in the 125 Expert bash at CMC's National.

PHOTOS BY DAVID McELYEA

The IAM Regional Championship, run concurrently with the CMC National for the two days, was not exactly over-run with entrants. Many of the riders did not want to spoil their chances at the big prizes by subjecting their bikes to the additional four motos. The 100 Junior, 125 Intermediate, and 250 Junior Schoolboy classes were run together, starting in waves.

The *"big"* race on both days was the 250 Expert. MacDannald is not a hole shot man. He was in from third to eighth position going into the turn each time, but managed to whiz by those in front of him, in all but one moto when he could not get by Kevin Henry (Bul). Henry had a third and a second place finish the first day, then topped that off with a first and third on the second day to give him second money in the class. Third place cash went to Dave Longcor (Hus) for his second, seventh, third and second finishes. The four 250 Expert motos were great crowd pleasers, full of action and place swapping.

The 125 Experts didn't do too badly at crowd pleasing either. Local favorite, Danny (Magoo) Chandler (Hon), led the first moto all the way from hole shot to checkered flag. The second moto was another hole shot to start with but a crash put him back to nearly last. Before that race was over he had worked his way back to fourth and went into the second day and the third moto with five points.

The third moto proved to be his downfall. A series of tough breaks and he was down two laps for a 16th place finish in that one, and then for a comeback in the fourth moto another first. Magoo ended up with third money for his efforts.

First went to Kevin Henry (Bul) who finished second the first time out, working up from a bad start. Jim Lesniewski (Hon) led the second moto until the fifth lap when he crashed and Henry moved in for the win. Henry followed up the second day with a third and a second for eight total points. Second overall for 12 points went to Pat Wilson who ran at the front of the pack but not quite close enough to first in all four motos with a fifth, a second, a second and a third.

The Open Expert class, with 15 riders, provided some excitement of a different sort watching MacDannald's absolute walk away. Four first place finishes! Richard Buttner (Hus) came the closest to catching him the first round, and in the other three motos Buzz Presser (Mai) was the next one across the line after MacDannald. ●

Results in Results Section.

Pearson stomps short track

By W. H. Spencer

FREMONT, CAL., MAY 21

Scott Pearson and the SK Cycles Bultaco stomped all comers at the Wednesday night short track and took an 18-point advantage in the point standings. All that with a vengeance as he came off the penalty line in the heat to pass the entire field for the heat win and then an easy 10-lap win in the Main with Chuck Miller taking second away from Bob Scally just two laps from the end.

Mike Delacy made the switch from Junior to Expert rather easily by winning his first 250 Expert Main in fine style despite a restart in line after a four man crash which included his brother. Rick remounted for the fourth place trophy but at a distance. Jimmy Mertens held second in front of Suzuki road racer Pat Hennen.

Kevin French (Bul) had to work for this week's 250 Novice Main but that made it four in a row and a shot at the top spot in points. A Junior plate should follow soon.

The 125 Novice show is really fantastic with at least three heats a week and a different winner almost every time. Tom Reynolds is one of the lucky ones with two wins after tonight, beating out Guy Miller in a super close race with Tony Adragna moving back to third on the last lap and Dave Cascio hanging in for the fourth trophy.

Rod Spencer surprised himself and the Hodaka Way people tonight by not only finishing a crash-infested 125 Junior/Expert Main but by winning outright after Chris Dinner and Tony Alves had a confrontation. Ken Netto took the Junior portion. ●

Lucky 13 Series Race Nine

By Sue Sykes

PUYALLUP, WASH., MAY 30

Pro Steve Nolen (Hon) rode wire to wire in motos one and two to take the 125 class and maintain his series point margin. "B" rider Marvin Sykes (Hon) took an easy win in moto one and settled for second in moto two for the second overall worth 500 series points.

Rick Dittman got caught in first turn traffic on moto two and by the time he got that Yamaha started again he was way back in the field of 26 125 C riders.

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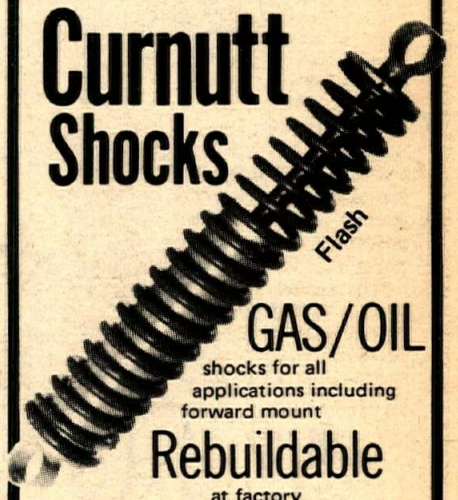

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Cycle News North

Dittman poured the coals to it and fought hard to the flag for a moto fourth. With a second scoring first time out this was good enough for first overall.

Perrish Anderson (Yam) just played it cool all night. Anderson — a Mini B rider — didn't hold back on any turn and put together two seconds for the first overall — running most of his laps in the leading force of Super Mini and A Mini racers.

The 125 Pro class scored pretty even but the 250s in the combined race looked like scoring madness. Doug Raines (Kaw) rode like a house afire in moto one for a first coming in right behind 125 leaders Steve Nolen and Billy Joyce (Hon). Raines settled for fifth in moto two and was pushed down to fourth overall. Tonight was proof that second moto finishes at Puyallup really are important as Randy Schweizer (C-A) put together a fourth and first for first overall. Lee Voss (Hus) was next in line with a three-three for second overall and Todd Snyder (C-A) grabbed third overall with a two-four. ●

Results in Results Section.

Sandhill Motocross

By Steve Castillo

BRENTWOOD, CALIF., JUNE 1

Neil MacDannald swept two classes with ease at Sandhill Ranch today. MacDannald rode a new 125 YZ monoshock to first in the Pro class and also cleaned up in the 250 Pro race on his super-fast Noguchi.

MacDannald shot out into first at the start of the first 125 moto; he was never headed again. Back in second spot, quite a race was shaping up with Stu Bussert (Hon), Mike Amaral (Hon) and David Ernst (Hon). For several laps Bussert led the pack with Amaral and Ernst right behind pushing hard. It looked like Amaral would make his move on Bussert, but started to drop off the pace and Dave Ernst took over.

Ernst was now set on getting by Bussert, but dropped out with bike problems. It was later learned that Amaral had his brake cable hang up on his bike somewhere and it was costing him time in the turns.

Moto two was a repeat performance for MacDannald. Once again he got the hole shot and the lead, and never was challenged. The race for second was again with Bussert and Amaral. Bussert had the advantage at the start and Amaral was back in about fourth. Within two to three laps Amaral had closed the gap. This time Bussert fell victim to mechanical troubles with a sick transmission.

Neil MacDannald repeated his 125 victory, this time in the 250 Pro race. After two restarts, due in part to jumpy riders, things got rolling with MacDannald pulling away on his Noguchi. Following Neil was Bill Johnson (YZM) and Curt Berggren (YZ). Johnson soon dropped out with bike troubles which left Berggren to mind second place. Chris Grewer (Hus) working up from a poor start was closing on Berggren. For several laps Grewer was on Berggren's rear end. Berggren was smooth and Grewer was all over the track in his pursuit.

Grewer finally went by and finished second. Berggren's shock mount broke off but he still held on to finish third.

Finding the formula to the proverbial hole shot was once again Neil MacDannald. Chris Grewer followed in second for the entire moto. Chris Grewer picked up second overall on his new erratic Husky.

Sprinklers were added to the long uphill to keep the dust down and Tom of Sandhill Ranch told of plans for sprinklers for the very dusty back section of the course. That will be a welcome relief, for the months ahead look hot and dry. ●

Results in Results Section.

Sand Hill double winner Neil McDannald shows definite downward pressure on the bars in this shot. He's on his 125.

The 250 Pro class heads out. Boy, that MacDannald (14) sure gets in a lot of pictures, riding two classes.

PHOTOS BY W. H. SPENCER

Memorial Day Marathon Madness

By W. H. Spencer

FREMONT, CAL., MAY 26

Annually, the Marathon mob drops in on Fremont Raceway for a beer keg Memorial Day celebration. There were some new winners and some old losers.

Winning the one hour mini-marathon was Mike Springer on a recently redone Honda. Mike led all but the middle three laps when Jeff Bramlett got by after taking an unusually long start. He subsequently fell again but remained in second while Mike Kelly and Andre Albe diced for the last trophy spot.

Tex Collingwood led all but the first lap in lapping the entire 125 field on his YZ with Bob Friedland and his tricko Kawasaki the only other to stay close for the two hour show. Jim Sicso and Boyd Henderson had the early lap lead while Paul Glade was on his way to passing the lot on the second lap, then lost power in his Red Line Honda four stroke and parked it for the day.

Mike Webb and Don Anderson came from a poor starting 20th to take a well deserved fourth over Andy Russell and partner Stan Manta who started 17th.

John Silva showed up with a new Can-Am 250 and wiped up the class after Bob Vickery led out the first lap and parked it early with faulty ignition problems. Silva and new-found partner Billy Risner lapped the 19-man field.

A good sized field of Open class machines finished off the day with Vickery leading out the first of 55 laps over Guenter Gmelin and Steve Simons, teamed on a very different Maico with gas forked everything. (Simons being the suspension builder for Moto-X Fox.) Gmelin took the lead on the second lap with Gary Vanderpool chasing him on a new SK Cycles Bultaco. Vanderpool's tricko ISDT Husky is for sale, by the by.

Gmelin held the lead through lap five but along came Al Kenyon. He and Vanderpool diced for one lap, then Vanderpool lost power and pulled off. The Gmelin/Simons model lasted a few more laps and retired with undetermined ills while Kenyon sprinted away.

Lewis Mansfield was still feeling pretty zesty and was now in second with Jeff Payne/Bob Friedland catching and then passing on the 11th lap. Moving up into third on the 17th lap was the Jerry Kole/Pat Fretwell team up on a very street legal D & D Cycles 360 Pursang.

On the gas stops Kenyon lost the lead briefly but came back with Mansfield second, Payne/Friedland third over Kole/Fretwell and a new team of brothers Rod and Ron Lessley riding a stock 350 XL the first of the bunch back a lap.

Big Al noted in a signal to the pit on the 40th lap that his rear wheel was softening. Three laps later Vanderpool stopped him, put some air in it and wired up a loose muffler bracket.

On the 44th lap Kenyon retired, not wishing to ruin a wheel and hub, giving the lead to the Fretwell/Kole team.

Then on the last lap Fretwell fell without aid of brake or clutch and lost the lead in trying to get started, allowing the Cal Poly Penguin troops the win on the Honda with Mansfield second. The Fretwell/Kole operation completed enough laps to take third with Payne/Friedland in for fourth two laps up on "Haywire" Haynes who finished in grand style by throwing his Yamaha past the finishing line and sliding in behind it. ●

Big Al Kenyon, and somewhere under that mud is a Bultaco.

STEVE CASTILLO

Eklund wins scrambles

By W. H. Spencer

FREMONT, CAL., MAY 23

Top-rated Junior pro Steve Eklund turned out for the Friday night scrambles and wiped out the best of the 500 Expert competition in a tremendous main event battle while old man Duane Spence lost the 650 Expert Main just 20 feet from the end when his Triumph went on one cylinder and Craig Rogers nipped him at the checkered.

Spence led out the 650 Expert feature with Tif Mullenax and Rogers chasing while Bob Masters and Rick Otto freight trained behind. Rogers got by Frenchy the Tif on the second lap and closed the gap on the third but each time he would get near Spence, the "Social Security" driver would pull away at will. On the fourth lap John Tavis slid around Tif. On the next lap Mullenax started sending out showers of sparks from his rear disc and he dropped off the pace, allowing Otto and Masters around. On the last corner Spence took a good driving line and then slowed, allowing Rogers the win with Tavis third and Otto pulling in the last spot.

The 500 Expert Main was another thriller with the lead changing a couple times a lap as Eklund dueled with Mike VanLienden, Dennis Souza, Jim Foley and Benny King. Leading out the six lapper was VanLienden on the Selby Motors Suzuki with Eklund, Souza and Foley following. The first three swapped positions going over the jump and then got back into the former spots going down the front straight. On the third lap Eklund took over from Souza with King moving into fourth and John Hlebo moving up from a last place start. Lap four went to Souza with Eklund in third and lap five to VanLienden with Eklund in second while Hlebo elbowed into fourth and stayed. Letting out all the stops on the last lap, Eklund flew high and long over the fast jump and out slid everyone to the checkered with Souza nipping out slidin' Mike.

The BG's Pizza Parlor bunch clean-sweeped the 500 Juniors winning all three trophies on 350 XLs. ●

NorCal Speedway

MacMurray one; Carter one

By W. H. Spencer

SAN JOSE, CAL., MAY 22

Reno's Rich MacMurray copped the feature Scratch Main at San Jose and took a double header away from George Carter in the process. George had just finished rebuilding his motor and copped the Handicap Main from the 30 yard line with John Vance holding MacMurray to third.

The Scratch Main was indeed a thriller as Carter led the first of four laps with MacMurray and Norm Denny side by side down the straights. On the second lap MacMurray rode up and under Carter to take the lead and the win while Denny just couldn't get his act together for the pass.

In the five lap Handicap Gary Miller came off the zero to hold off the freight train effect for a lap with Carter taking the lead on the second lap from the 30 and holding it.

Dale Stetler took the Scratch Handicap while Ken Eggers crashed and hurt his foot. Eggers had just done a masterful job in winning the Handicap Consolation over Stetler while Jerry "Kamikaze" Bowers did his usual crash number on the last lap of that event.

Long, lanky Matt Jackson will pick up some yardage after an easy Division II win over newcomer Kirk Tardiff. Last week's winner Mike Faria finally figured out how to get his machine sideways but while leading, promptly laid it out on the ground much to the delight of the fans. •

MacMurray and Cunningham top Cal Expo field

By Sneaky Pete

SACRAMENTO, CAL., MAY 30

After finishing a very close second in last week's feature event, Rich MacMurray came back to win his first Scratch Main of the five week old season. Last week's winner Alan Christian finished second by about the same bike length distance he won last week. Third went to John Cunningham as Norman Denny watched from the infield as a result of a first lap spill.

Displaying much the same skill that carried him to the high point title in 1973, John Cunningham came up from the 40 yard line to take Handicap Main ahead of Dennis Robinson and Alan Christian. Christian again leads in main event wins in the Handicap division with two, followed by Cunningham, MacMurray and Ron Long with one each.

One event that has had a different winner each night for the past five weeks is the Division Two Main. Fast-improving John Cook started on the zero and led start to finish ahead of Dave Cooper and Bob Bellino. At the rate young Cook is progressing, this ex motocrosser could be into the first division by season's end.

Although big enough, but not old enough to ride with the big 'kids', Brian Thompson continued his winning ways in the Junior part of the program by scoring his third Junior Main followed by Eric Watts and Jim Sizemore.

The One Dollar Rip Off has returned. While the Tracers and Potters (?) are doing their thing on that lovely one mile oval here, speedway fans are being tagged one buck to park. As announcer Steve Rooney said, "Write Edmund G., Jr. and explain just what you think of the parking situation." •

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RESULTS

CMC National
Plymouth, Calif.
May 25-26, 1975

OLD TIMERS	
Cloyse Holland, Sr.	Hus
Johnnie F. Hall	CZ
Vernon H. Howell	Tri
VET	
Mike McGowan	Bul
Al Baumann	Bul
Gary Thompson	CZ
MINI NOV	
Jim Hampton	Hon
Steve Valhos	Yam
Mike Menez	Hon
MINI EX	
Danny Lee Willis	Yam
Shawn Beauchamp	Yam
Jimmy Robertson	Hon
100 NOV	
Dennis Stahl	Suz
Gary Lee Owen	Suz
Randy Champman	Hod
100 IAM SCHOOLBOY	
Gerry Woodall	Suz
Gayland Norton	Suz
125 EX	
Kevin Henry	Bul
Pat Wilson	Hon
Danny Chandler	Hon
125 INT	
Chalma Roberts	Hon
Robert Norton	Hon
Dan Dobbins	Hon
125 INT	
IAM SCHOOLBOY	
Mitch Lenz	Hon
Dan Dobbins	Hon
125 NOV DIV I	
Laine West	Suz
Michael Brown	Suz
David Menez	Hon
125 NOV DIV II	
Mark Anderson	Hon
Dave Rearick	Hon
Daniel Dorsch	Hon
125 NOV DIV III	
Bruce Baker	Hon
David C. Miller	Hon
Dan Bratten	Yam
125 NOV DIV IV	
Alan Rohrer	Hon
Bill Booth	Hon
Bruce Reasoner	Hon
250 EX	
Neil MacDannald	Yam
Kevin Henry	Bul
Dave Longcor	Hus
250 INT	
Bob Myers	Yam
Alan Berluti	Hus
Scott Henry	Bul
250 NOV DIV I	
Gary Bohannon	Hus
Alex Niskromoni	Mon
Jeff Goodell	Mai
250 NOV DIV II	
Matt Hansen	Hus
Michael C. Vigna	Bul
Ed Marchini	Hus
250 NOV	
IAM SCHOOLBOY	
Jerry McBrayer	Hon
Dennis Canevari	Hus
OPEN EX	
Neil MacDannald	Yam
Buzz Presser	Mai
Richard Buttner	Hus
OPEN INT	
Terry L. Hicks	Bul
Rory Rundle	CZ
Frank Hicks	Hus
OPEN NOV	
Steve Shaw	Hus
Shawn Scarlett	Mai
Mike Cates	Yam
POWDER PUFF	
Dana Putney	Hon
Linda Clare	Suz
Lisa Giuffra	Yam

AME MX
Valley Cycle Park
Simi, Calif.
June 1, 1975
By Barney Drake

POWDER PUFF	
L. Musgrove	Yam
C. Reichenberg	FMF
MINI JR	
J. Buckner	Yam
J. Drury	Yam
MINI-EX	
S. Schmitz	YZ
T. Hubert	Hon
M. Nance	Yam
100 MINI	
S. Boek	Pow
500 EX	
J. Miller	Bul
R. Franklin	Yam
T. Webb	Mai
125 INT	
Willy Simons	Hon
Mark Rickey	Yam
Pat Nixon	Hon
100 INT	
T. Luera	Hon
100 EX	
T. Luera	Hon
250 BEG	
R. Federmeyer	Mai
O. Tirre	Hon
M. Shuman	Bul
500 BEG	
S. Wyman	Yam
M. Cameron	KTM
S. Witten	Hus
250 EX	
W. Harper	Mai
D. Hansen	Mai
E. Cole	Bul
125 BEG DIV I	
G. MacMillan	Hon
C. Mazzei	Suz
L. Toffel	Hon
125 BEG DIV II	
S. Spence	Hon
E. Rest	Hon
R. Lewis	—
125 EX	
J. Hale	Hon
T. Zahnter	Yam
J. Blix	Hon
125 JR DIV I	
T. Lacey	YZ
S. Lodge	Hon
S. Hadlen	—
125 JR DIV II	
J. Shore	Hon
B. Ramsey	Yam
R. Cavish	Suz
250 INT	
B. Berger	Bul
S. Maxwell	Hus
J. Suebert	Hus
500 INT	
G. Hillier	Mai
M. Clayton	Yam
D. Strayer	CZ
500 JR	
Rozz Reed	Mai
Joe Brown	CZ
Bill Marion	Bul
OLD TIMERS	
D. Tooman	Hon
B. Murphy	Mai
W. Sharp	Hon
100 BEG	
J. Burgum	Suz
D. Simmons	Suz
W. Neill	Yam
100 JR	
K. Bernstein	Suz
T. Harper	Suz
J. Bartholoman	—
250 JR	
J. Mason	Mai
J. Harriot	Yam
G. Meyer	Hus

S.A.M.
Saddleback Park
Irvine, Calif.
June 7, 1975

MINI BEG	
Reid Barnt	Bar
Mike Rinaldi	Hon
Darrell Ruckle	Hon
MINI NOV	
Jim VanBeek	Hon
Ken Wilson	Hon
Steve McHenry	Hon
100 BEG	
Kurt Lustbaum	Yam
Jim Chadwick	—
Greg Trujillo	—
100 JR	
Rocky Caswell	—
Joe Polizzi	—
125 BEG	
Todd Duncan	Hon
Dave Daniels	Hon
Art Shoji	—
125 NOV	
Mike Futch	Hon
Joe Pozzi	Yam
Bob Tomaw	Hon
125 JR	
Ron Stroner	Bul
James Jimenez	Hon
Ray Alvarez	Hon
125 INT	
Kym Kirschenmann	Hon
125 PRO	
Bob Welch	Hon
Brad Dutoit	Hon
Tom Settle	Hon
250 BEG	
Joe Magazine	—
Tony Caron	—
Kevin Bungardner	—
250 NOV	
Howard Bennet	—
Dave Spitz	—
Dan Burknart	—
250 JR	
Bill Dennis	—
Dan Field	—
Dan McKinney	—
250 INT	
Jeff Wilson	—
Paul Berguist	—
Tom Grbauch	—
250 PRO	
Rich Collins	Mai
Jerry Trojnar	Mai
Steve Russell	—
500 NOV/JR	
Brad Bielec	—
Ken Duncan	—
500 INT	
Rich McFarlane	Bul
Bruce Bridgham	—
Jeff Tait	—

B.O.S.S. MX
Bryte, Calif.
June 1, 1975
By Sallee Hilton

VET	
Al Baumann	Bul
John Talbot	Bul
Larry Johnson	Hus
MINI NOV	
Greg Bonovich	Yam
Pat Crose	Yam
Timothy Rosenberg	Hon
MINI BEG	
Rudy Schneider	Hon
Steve Campbell	Hon
Bruce Tiner	Hon
MINI EX	
Phil Bakarich	Yam
Shawn Beauchamp	Yam
Brad Bruns	Yam
100 NOV	
Dennis Stahl	Suz
Kent Booth	Hon
Steve Nick	Suz
OPEN EX	
Casey Vail	Mai
Rick Timossi	CZ
Bill McClinton	Bul
OPEN INT	
Al Baumann	Bul
Bill Grigg	Hus
Robert Cooper	Bul
OPEN NOV	
Todd McIntosh	Yam
Pete Hansen	Hus
Ed Ghilardi	Yam
250 EX	
Dave Longcor	Hus
Kevin Henry	Bul
Alex Jorgensen	C-A
250 INT	
Perry Gann	Yam
Cory LaRue	Bul
Don Cody	Mai
250 NOV DIV I	
Kevin Booth	Pen
Dennis Canevari	Hus
Ron Combs	Bul
250 NOV DIV II	
Tony Gatt	Pen
John Talbot	Bul
Bob Eldredge	Bul
250 BEG	
Tony Pratt	Yam
Craig Sangelli	Hus
Charles Petifer	Yam
125 EX	
Danny Chandler	Yam
Kevin Henry	Bul
Don Davis	Hon
125 INT	
Scott Cowan	Yam
Jerry Johnson	Yam
Richard Paris	Hon
125 NOV DIV I	
Laine West	Suz
Bruce Baker	Hon
Marc Silva	Hon
125 NOV DIV II	
Steve King	Yam
Lance Lollar	Hon
Steve Nick	Suz
125 BEG	
Drew Clyde	Hon
John Bloom	Hon
Dave Kindelt	Hon
PEE WEE	
Dennis Schmidt	Hon
Jamie Wooten	Hon
Robby Warren	Hon

Fremont Marathon
Fremont, Calif.
May 26, 1975
By W. H. Spencer

MINIS	
Mike Sprnger	Hon
Jeff Bramlett	Yam
Mike Kelly	Hon
Andre Alba	Suz
125	
Tex Collingwood	Yam
Bob Friedland/ Whittorpf	Kaw
Jim Sisco/ Boyd Henderson	Hon
Mike Webb/ Don Anderson	Hon
Andy Russell/ Stan Manha	Hon
250	
John Silva/ Bill Risner	C-A
Lewis Mansfield	Yam
Dave Rhodes/ Jeff Lessley	Yam
Lee & Juan Salas	Yam
Randy Souza/ Bret Mlinarich	Hus
OPEN	
Rod Lessley/ Ron Lessley	Hon
Lewis Mansfield	Yam
Pat Fretwell/ Jerry Kole	Bul
Jeff Payne/ Bob Friedland	Bul
Bob Haynes	Yam
Ron True/ Paul Pearson	Kaw

D-36 Scrambles
Fremont, Calif.
May 23, 1975
By W. H. Spencer

60 NOV	
Bobby Agness	Yam
60 JR/EX	
Larry Krusemann	Yam
80 NOV	
Dorrey Arguello	Yam
Kevin Graybehl	Yam
80 JR	
Tony Morgan	Cha
80 EX	
Fred Merkel	Hon
Doug Chandler	Ind
100 NOV	
Lonnie Osborune	Suz
100 JR/EX	
Phil Kramer	Yam
100 NOV	
Dave Gillette	Hod
Alan Davis	Yam
125 NOV	
Guy Miller	Hon
Ken Robicheaux	Yam
Jerry Helton	Hon
125 JR	
Tony Alves	Yam
125 EX	
Steve Brandt	Yam
175/200 NOV	
Bill Wainscott	Bul
Chuck Retta	Suz
250 NOV	
Rick Siote	Suz
Eddie Gonzales	Bul
Jim Conway	Bul
250 JR	
Tom McRae	Oss
Phil Howard	Yam
250 EX	
Jeff Eide	Yam
Pat Hennen	Suz
Vince Amaral	Bul
350 NOV	
Russ Pope	Hon
Dwane Larson	Kaw
500 NOV	
Don Whitlow	Yam
Bob Stevenson	Yam
John Martinez	Bri
500 JR	
Lynn George	Hon
Errol Longoya	Hon
Jim Mahoney	Hon
500 EX	
Steve Eklund	Yam
Dennis Souza	Yam
Mike VanLienden	Suz
650 NOV	
Jim Carlisle	Yam
Harry Jordan	BSA
650 JR	
Buddy Robinson	Tri
Tony Alves	Tri
650 EX	
Craig Rogers	Tri
Duane Spence	Tri
John Tavis	Tri

Hillclimb
Saddleback Park
Orange, Calif.
June 1, 1975
By Ann Powell

MINI CLASS	
Steve Stith	Hon
John DeRosa	Yam
125 CLASS	
Tom Turner	Hon
Mike Powell	Suz
250 STOCK	
Johnny Carson	Hon
Don Robinson	Hus
250 MOD	
Wes Evans	Bul
360 STOCK	
Kenny Cobb	Yam
360 MOD	
Craig Mock	Yam
400 STOCK	
Kerry Peterson	Mai
Jim McClendon	Suz
400 MOD	
Kerry Peterson	Mai
Wes Evans	Suz
450 MOD	
Wes Evans	Suz
Craig Mock	Yam
500 STOCK	
Ed Shaver	Yam
Clyde Peterson	Yam
Jim Collier	Yam
500 MOD	
Clyde Peterson	Yam
Ron Thompson	Yam
Dick DeRosa	Yam
650 STOCK	
Don Robinson	Tri
Randy Hudnall	Tri
650 MOD	
Ron Thompson	Yam
Bill Correll	Tri
Chuck Key	Tri
OPEN	
John Bjorkman	Tri
Ed Shaver	H-D
TOP ELIMINATOR	
John Bjorkman	

WMRRA Road Race
Kent, Wash.
June 1, 1975

250 PROD	
Roger Hill	
Mike Sieux	
Mark Haskins	
400 PROD	
Rick Curiston	
Tim Hale	
Shaen McElravy	
OPEN PROD	
Jeff Smith	
Bill White	
Ken Hague	
500 CAFE	
John Dixon	
Rick Curiston	
Mike Ochoa	
OPEN CAFE	
Jeff Smith	
Frank Puppo	
Ken Hague	
100 GP	
Len Wells	
Tom Rasp	
Paet Hidalgo	
125 GP SINGLE	
Paul Peiroli	
Terry Search	
Gordon Van Skike	
125 GP TWIN	
Ron Fugere	
Jay Burchell	
Mark Haskins	
250 GP SINGLE	
Mike Budschat	
Greg Tutmark	
Andy Tuttle	
SIDECARS	
Vic Hudson/ Rod McKenzie	
Rod Hudson/ Bob Thomson	
Earl Mohr/ Bob Steenson	
250 GP TWIN PRO	
Steve Souter	
Mike Whittlesey	
Bob Foster	
OPEN GP PRO	
Alan Seddon	
Jim Dunn	
Frank Juhan	

Gold Bar
National Trial
Gold Bar, Wash.
May 31, 1975
By Bud Mylerberg

Lane Leavitt	Bul
Bruce Rhyti	Suz
Don Sweet	Yam
Marland Whaley	Hon
Bernie Schreiber	Bul
Mark Eggar	Hon
Steve Darrow	Yam
Bob Hopkins	Yam
Mike Markley	Bul
Martin Belair	Mon
Joe Masculine	Bul
Mike Griffitts	Mon
George Smith	Hon
Bill Schaaf	Kaw
Mike Brown	Bul
Andre Plouffe	Bul
Gary LaPlante	Bul
Ron Busch	Bul
David Russell	Mon
Bill Burgener	Yam
SUPPORT CLASS	
Jim Mulcahy	Yam
Peter Dixon	Bul

CMC MX
Sacramento, Calif.
May 30, 1975
By Barbara Wilcox

60 MINI/EX	
Kelly Langseth	Yam
Brad Bruns	—
Shawn Beauchamp	Yam
MINI 80	
Jim Hampton	Yam
Kendell Powers	Yam
Shawn Walkingstick	Yam
OLD TIMERS	
Scott Gerhardt	Suz
Dick Arnold	Mai
Mike Zimmerman	Yam
100 NOV	
Mike Zimmerman	Yam
Mike Stemberg	Suz
Starr Needham	Yam
125 NOV	
Troy Arnold	Suz
Blazz III, J.C.	Suz
Kevin Clchimin	Kaw
Dan Bratton	Suz
125 AM	
Robert Friedland	Hon
Randy Horrell	Hon
125 EX	
Jon Boyette	Suz
250 NOV	
John Crocker	Kaw
Donald Taylor	Yam
Ron Combs	Bul
250 EX	
Mike Jennings	—
Larry Rippenkraeger	Kaw
OPEN NOV	
Dick Arnold	Mai
Philip Helsel	Yam
Bill Rogers	Yam
OPEN AM	
Jimmy Graham	Mai
OPEN EX	
Allen Yarrow	Yam
Duane Yarrow	Yam

S.R.A. Speedway
San Jose, Calif.
May 22, 1975

SCRATCH MAIN	
Rich McMurray	
George Carter	
Norm Denny	
John Vance	
SCRATCH CONSOL	
Dale Stetler	
Jay DeBeaubien	
Jerry Baugh	
Ken Eggers	
DIV II MAIN	
Matt Jackson	
Kirk Tardiff	
Jeff Colard	
Mike Faria	
HANDICAP MAIN	
George Carter	
John Vance	
Rich McMurray	
Norm Denny	
HANDICAP CONSOL	
Ken Eggers	
Dale Stetler	
Jerry Baugh	

Red Dog Trial
Colfax, Calif.
May 25, 1975
By Clay Henry

EX	
Darwin Smith	
Derek Belvoir	
Bill Davey	
AM	
Larry Gurley	
Norm Saylor	
Lin Fulford	
NOV A	
Phil Smith	
Steve Dougherty	
Jim Slayton	
HIGH SCHOOL	
Matt Koue	Aptos
Bill Green	Danville
Kevin Cullen	St. Cath.
Keith Henry	Cupertino
NOV "B"	
Bob Gutteraze	

AMA Camel Pro Series
Top Ten
June 9, 1975

Ken Roberts	397
Gary Scott	382
Mark Williams	252
Randy Cleek	247
Gene Romero	240
Greg Sassaman	222
Hank Scott	199
Dave Hansen	182
Jay Springsteen	182
Corky Keener	166
MFG. STANDINGS	
Yamaha	807
Harley-Davidson	487
Norton Triumph	324
Honda	182
Kawasaki	93
Bultaco	90
PDV Gringo	44
Suzuki	7
SECOND TEN	
Darryl Hurst	165
Steve Baker	156
Rex Beauchamp	132
Mert Lawwill	132
John Gennai	100
Dave Aldana	94
Rick Hocking	94
Dennis Briggs	88
Guy McClure	88
Dave Sehl	88

N.M.A.
Indian Dunes
Valencia, Calif.
June 6, 1975
By C. Whiting

PEE WEES (BEG)	
C. Hill	Ind
Roy Smith	Ind
B. Mattson	Ind
PEE WEES (NOV)	
B.J. Kucharski	Ind
JR CYCLES MOD (6-8 yrs)	
R. STiles	Hon
JR CYCLES MOD (9-11 yrs)	
R. Dickinson	Hon
0-83cc MOD-NOV (9-11 yrs)	
D. Best, Jr.	Yam
E. Kehoe	Yam
R. Denis	Yam
0-83cc MOD-NOV (12 & over)	
C. Hackman	Yam
J. Stewart	Hon
L. Penrod	Yam
0-83cc MOD-EX (open)	
D. Penrod	Yam
R. Wageman	Kami
0-83cc STK-NOV (9-11 yrs)	
R. Fleisher	Yam
B. Reynolds	Yam
JR CYCLES STK (6-8 yrs)	
M. Dunlap	Hon
K. Kossuth	Ind
R. Maolott	Hon
0-83cc STK-BEG (9-11 yrs)	
D. BarberiorYam	
D. Burton	Yam
0-83cc STK-BEG (12 & over)	
C. Buelna	Yam
0-83cc STK-EX (12 & over)	
R. Wageman	Kami
0-83cc STK-NOV (12 & over)	
T. Randal	Yam
G. Doyle	Yam
0-83cc STK-NOV (12 & over)	
A. DeWitt	Yam
P. Mota	Yam

CMC Rough Scrambles
Sacramento, Calif.
June 6, 1975
By Barb Wilcox

OLD TIMERS	
Carl Leihar	C-A
Frank Escobar	Yam
Dick Arnold	Mai
MINI EX	
Mark Shumate	Yam
MINI 60	
Kelly Langseth	Yam
MINI 80	
Jim Hampton	Yam
Greg Bonovich	Yam
Kendell Powers	Yam
OPEN INT	
Jim Graham	Mai
OPEN EX	
Duane Yarrow	Yam
OPEN NOV	
Bill Rogers	Yam
Dave Barton	Yam
Robert McGowen	Bul
250 EX	
L. Rippenkroeger	Kaw
125 EX	
Don Cantaloupi	Yam
250 NOV	
Ron Combs	Bul
Mike Summers	Bul
Nick Collin	Bul
125 AM	
Johnny Bratten	CZ
Rick Hobbs	Suz
Marc Sullivan	Suz
125 NOV I	
Jeff Simpson	Suz
Tom Lucus	Hon
Jeff Murphy	Hon
125 NOV II	
Troy Arnold	Suz
Larry Marshall	Hon
Bruce Barth	Hon
100 NOV	
Mike Stemberg	Yam
Albert Griego	Suz
Star Needham	Yam

Escape Country
Trabuco Canyon, Calif.
June 8, 1975

MINI CLASS	
Marvin Gray	Hon
SUPER MINI 1st DAY	
Mark Maxstadt	Hon
John Burrows, Jr.	Hon
Kirk Emge	Hon
SUPER MINI BEG	
Willie Hayes	Yam
John Haislip	Hon
Mitch Ordaz	Hon
SUPER MINI NOV	
Ed Gieselman	Hon
Randy Atanay	Hon
SUPER MINI EX	
Andy Guth	Yam
100 BEG	
Steve Lyon	Hon
Cal Boddy	Yam
100 NOV	
Bryn Jones	Hon
Craig Johnston	Yam
100 EX	
Bobby Quintin	Hon
125 1st DAY	
Chris Threlfall	Hon
Roger Harman	Yam
Alan Watanabe	Hon
125 BEG 1	
Darin Motoda	Hon
Andy Guth	Hon
Scott Gillespie	Yam
125 BEG 2	
Phil Leblanc	Yam
Randy Morgan	Hon
125 NOV 1	
Larry Morgan	Hon
Ron Corwin	Hon
Gary Devlin	Kaw
125 NOV 2	
Louie Garcia	Hon
Tim McCasland	Yam
Brian Ellis	Hon
125 INT	
Jim Gallagher	Hon
Steve McKay	YZ
Chris Haines	Hon
125 EX	
Rick Carrisosa	Yam
250 1st DAY	
David Beard	Yam
Jim Theeming	Yam
Blake Fair	Hon
250 BEG	
Brad Pritchard	Hon
Jim Carroll	Hon
Lee Carey	Yam
250 NOV	
Guy Moore	Mai
Joe Doyle	Hus
Bob McMichael	Yam
250 INT	
Shannon Bargsten	Mai
Bob McMichael	Yam
250 EX	
Ben Del Campo	Yam
OPEN 1st DAY	
Mark Milazzo	Mai
Roger Moore	Kaw
OPEN BEG	
Mitch Faulkner	CZ
OPEN NOV	
Fred Halliday	Bul
John Case	CZ
OPEN INT	
Tim Turner	CZ
OPEN EX	
Ben Del Campo	Yam
Andy Bolander	Mai

AMA Pac. Reg.
Point Standings
June 9, 1975

EXPERT	
Mark Williams	300
Rick Hocking	229
Chuck Joyner	180
Walt Foster	150
Eddie Mulder	150
Ron Powell	150
Randy Skiver	140
John Hateley	135
John Allison	120
Paul Bostrom	114
JR	
Steve Eklund	310
Brad Hurst	290
Dan McWhorter	230
Duane Hendrickson	210
Bud Smith	160
James Wright	160
Earl Roloff	150
Lee Seidel	130
Doug Garrison	100
Pat Guthrie	100
Frank Word	100
NOV	
Ted Davidson	290
Kyle Davis	270
Vince Mead	190
Rick Waters	150
Lawrence Meredith	150
Gary Davis	120
Don Faber	120
Steve Fortune	120
Eddie Lawson	120
Chris Hudson	100
John Proto	100
Todd Tracy	100

Provisional AMA
500 Nat'l MX
Standings
June 9, 1975

Jim Weinert	150
Gary Semics	120
Kent Howerton	100
Bill Grossi	80
Gaylon Mosier	60
Steve Stackable	50
Rex Staten	40
John Ayers	30
Wyman Priddy	20

*(Subject to revision pending appeal board decision in Weinert/Semics protest.)

CMC Ascot
Gardena, Calif.
June 11, 1975
By Mike Klinger

MINI EX	
Rick Atkins	Hon
Geoff Brooks	Hon
Ed Glover	Hon
MINI JRS	
Rolan Sahm	Hon
John Koogle	Yam
Dennis Resinger	Hon
100 JR	
Rummy Cobbs	Yam
Mike Bruhn	Hon
Jeff Quinn	Hon
125 PRO	
Mark Tyer	Yam
Jim Domann	Hon
Jason Yodogawa	Hon
125 INT	
Gregg Toyama	Hon
Don McIver	Hon
Todd Peterson	Hon
125 JR	
Kelly Walker	Hon
Joe Licciardi	Hon
Phil LeBlanc	Yam
250 PRO	
Val Tamietti	Mai
Jeff Jennings	Bul
Will Harper	Mai
250 INT	
Herb Shelton	Mai
Les Kawahara	Suz
Riy Holsehimer	Mai
250 JR	
John Hamamoto	Yam
Mike Shively	CZ
Mark Oldar	Mai
500 PRO	
Bill Rubly	Mai
Dan Barnes	CZ
Luke Messer	Mai
500 INT	
Corey Bogane	Mai
Steve Skinner	Mai
Cliff Hicks	Suz
500 JR	
Brad Bieler	CZ
Pat Cashman	CZ
John Easton	Yam

TT Scrambles &
Short Track
Perris Raceway
Perris, Calif.
By. M. Hailey

MINI	
Randy Bennett	Pow
Kirk Johnson	Yam
Pam Bennett	Pow
100 NOV	
Robert Callaway	Kaw
Charles Carroll	Yam
Michael Sharp	Yam
250 NOV	
Greg Sargent	Yam
Jim Gentile	Yam
Curtis Owens	Yam
125 NOV	
Charles Carroll	Yam
Jerry Sarver	Yam
Jeff Johnson	Yam
125 AM/EX	
Dorothy Rowe	Yam
Steve Mott	Yam
Mike Ochs	Yam
250 NOV	
Danny Randall	Bul
Randy Miller	Kaw
Edward Decker	Hon
250 NOV	
Ken Fuller	Bul
John W. DeBruyn	Yam
Walter Hall	Coo
250 AM/EX	
John Sperry	Suz
Dorothy Rowe	Yam
Gary Ludwig	Yam
OPEN NOV	
Mike Baeder	Yam
Gary Pettis	Bul
David Piker	Mai
OPEN NOV	
Arthur Junker	Yam
H. L. Custer	Hon
Ted Dann	Suz
OPEN AM/EX	
Jay Lewis	Kaw
Artie Nay	Kaw
John Calichio	Bul
OPEN EX	
Rex Hailey	Yam
Mark Reichert	Yam
Don Frauenberger	Yam
SHORT TRACK	
MINI	
Randy Bennett	Pow
Steve Griffith	Yam
Pam Bennett	Pow
100 NOV	
Charles Carroll	Yam
Terry Singleton	Hon
Randy Miller	Kaw
125 NOV	
Jerry Sarver	Yam
Jim Gentile	Yam
Greg Johnson	Yam
JR SPEEDWAY	
Joe Donaldson	Pow
Randy Bennett	Pow
Mike Bloom	Yam
125 AM/EX	
Dorothy Rowe	Yam
Scott Cook	Hon
Mike Ochs	Yam
250 NOV	
Ken Fuller	Bul
Jim Chapman	Kaw
Randy Miller	Kaw
250 AM/EX	
John Sperry	Suz
P. Trait	Oss
Dan Miller	Yam
OPEN NOV	
Arthur Junker	Yam
H. L. Custer	Hon
Mike Baeder	Yam
OPEN EX	
Rex Hailey	Yam
Don Frauenberger	Yam
Andy Skeel	Yam

R.A.C.E. MX
Corona Raceway
Corona, Calif.
June 6, 1975
By The Tube

100 JR	
Lindley Kistler	Hon
Daryl Jones	Hod
Joe Nist	Yam
MINI CYCLES	
DOnny Berry	Yam
Marty Kistler	Hon
Benny Parkes	Hon
125 JR	
David Peterson	Hon
Fernando Belair	C-A
Bob Harcrow	Hon
125 INT	
Ruben Durazo	Suz
Dave Hockett	Hon
125 BEG	
Richard Faor	Hon
Dale Franz	Yam
Scott Parkes	Suz
250 JR	
Fred Kanpp	Kaw
Adrian Hernandez	Kaw
Wayne Gann	Hon
250 BEG	
Kevin Bumgarner	Yam
Don Shelton	Pen
Robert Blake	Yam

Escape Country
Trabuco Canyon, Calif.
June 7, 1975

SUPER MINI 1st DAY	
Jerry Black	Hon
SUPER MINI BEG	
Ed Bravo	Hon
SUPER MINI NOV	
Alan Frazier	Hon
Brad Hale	Yam
SUPER MINI INT	
Dallas Rebello	Hon
SUPER MINI EX	
Kurt Sofka, Jr.	Yam
100 1st DAY	
Jim Criswell	Hod
100 BEG	
David Meloy	Yam
100 INT	
John Salinsky	Pen
100 EX	
Mark Brooks	Hon
125 1st DAY	
Tom Shayman	Hon
David Brown	Hon
Michael Card	Hon
125 BEG	
Kevin McMillan	Suz
John Criswell	Suz
Scott Martineau	Kaw
125 NOV	
Paul Ivie	Yam
Steve Hauhes	Hon
Karl Smith	Hon
250 1st DAY	
Gary Pollitt	CZ
Jim Spencer	Kaw
Louis Springer	Yam
250 BEG	
Chris Fopiano	Yam
Ken Corpe	Kaw
Gary Gonzales	Hon
250 NOV	
Steve Dekeyrel	Mai
OPEN 1st DAY	
Chuck Gilmore	Yam
OPEN BEG	
Danny Bolle	Yam
OPEN NOV	
Mike Belisle	Yam
OPEN INT	
Tim Turner	CZ
OPEN EX	
Corey Bogane	Mai

AMA Pac. Reg. TT
Clackamas, Ore.
May 30, 1975

EX CLASS	
Mark Williams	Nor
Chuck Joyner	Tri
Randy Skiver	Tri
Sonny Burres	Tri
Don Smith	Tri
Ricky Graves	Tir
Ike Reed	Tri
Don Dodge	Tri
Bruce Hanlon	H-D
Randy Scott	Tri
JR CLASS	
Duane Hendrickson	Nor
Brad Hurst	Tri
Frank Word	Tri
Lee Seidel	Tri
Brian Mosley	Yam
NOV CLASS	
Kyle Davis	Hon
Don Faber	Bul
Rick Waters	Hon
Tom Moore	Yam
Gary Davis	Hon

Mammoth M.C. MX
Mammoth Mtn., Calif.
June 7-8, 1975
By Dale Brown

125 JR FINAL	
Bret Catcott	Hon
Mark Aney	Bul
Duane Stephenson	Hon
Scott French	Suz
Ted Payne	—
250 JR FINAL	
Bob West	Bul
Doug Renno	Hus
Gale Tyler	YZ
Bill Pinchard	Mai
Jamie Davenportt	Yam
OPEN JR FINAL	
Jeffery Dumm	Hus
Greg Winkle	Yam
Jerry Eyre	Yam
Kenneth Baer	Mai
John White	Suz
WOMEN'S DIV	
Janene Turton	Bul
Paulette Napoleone	Hon
Cherry Stockton	Bul
125 INT	
Alan Delarge	Yam
Bill Ovelettee	Suz
Mike Marshall	—
250 INT	
Bob Fudge	Pen
Mike Marquez	Hus
Jon Hagar	Bul
OPEN INT	
Terry Hicks	Bul
Chris Bartlett	Pen
Paul Napoleone	Bul
125 EX	
David Williams	Hon
Bruce McDougal	Yam
Wes Noeton	Yam
250 EX	
Danny Turner	Bul
Jeff Little	Hus
Dennis Brand	Pen
OPEN EX	
Tom Rapp	Bul
Ron Bass	Suz
Rob Noorgard	Yam

R.A.C.E. MX
Corona Raceway
Corona, Calif.
June 5, 1975
By The Tube

MINI CYCLES	
Lindley Kistler	Hon
Marty Kistler	Hon
Brent Orten	Hon
100 JR	
Rod Anderson	Arl.
David Jones	L.S.
Harland Kistler	N.D.
100 SR	
Bobby Hart	Ram.
David Oller	Cor.
125 INT	
Robin Richey	Hon
W.D. Marcotte	Hon
125 SR	
David Williams	Rub.
Mark Detter	S.B.
Gory Collins	Ram.
125 JR	
Terry Bockelman	Chino
David Oller	Cor.
Jackson Kistler	N.D.
250 JR	
Brian Rowe	Corona
Dan Smith	Corona
Lee Rosenberry	No.
250 SR	
Kelly Callaway	No.
Kevin Callaway	—
Jim Moore	—

TT Scrambles &
Short Track
Perris Raceway
Perris, Calif.
May 24, 1975
By Maria Hailey

MINI	
Eric Collins	Hon
Michael Sharp	Yam
Chuck Hobbs	Tor
100 NOV	
Steven Mott	Yam
Kevin Rogers	Yam
Terry Singelton	Hon
125 NOV	
Jeff Moon	Yam
Greg Sargent	Yam
Dylan Neihart	Yam
125/175 AM/NOV	
Dylan Neihart	Yam
Jim Speigle	Yam
Craig Roach	Hon
250 NOV	
Danny Randall	Bul
John DeBruyn	Yam
J. Ward McKee	Kaw
250 NOV	
Gary Ludwig	Yam
Jim Chapman	Kaw
Randy Miller	Kaw
250 AM/EX	
Gary Staddan	Yam
Carroll Heeland	Yam
Dorothy Rowe	Yam
EX/NOV	
Bill Cervera	Bul
H. L. Custer	Hon
Vic A. Mandella	Yam
OPEN NOV	
Ken Renner	Yam
Allan Conrad	Yam
Brian McMillian	Yam
OPEN AM	
Mike Moon	Yam
R. G. Stone	Mai
Fred Scurlock	Mai
OPEN	
EXPERT	
Don Frauenberger	Yam
Mark Reichert	Yam
Rex Hailey	Yam
SHORT TRACK	
100 NOV	
Michael Sharp	Yam
Randy Miller	Kaw
Kevin Rogers	Yam
250 NOV	
Gary Ludwig	Yam
J. Ward McKee	Kaw
Kelly Dunagan	H-D
250 AM/EX	
Dorothy Rowe	Yam
Dylan Neihart	Yam
Carroll	Yam
OPEN NOV	
John Ashton	Yam
Tim McCoy	Yam
Lou Gimenez	Tri
OPEN AM/EX	
Don Frauenberger	Yam
Jeff Miller	Yam
Mike Laney	Yam
OPEN AM/EX	
John Sperry	H-D
Brian McMillan	Yam
R.G. Stone	Mai

Poway Trial
Poway, Calif.
June 8, 1975
By Dick Vasquez

EXPERT	
Bernie Schreiber	23 Bul
Marland Whaley	25 Hon
Joe Guglielmelli	36 Hon
Mark Eggar	38 Hon
George Smith	41 Hon
Martin Belair	43 Mon
AMATEUR	
Paul Williams	49 Bul
Dennis Gilmore	52 Bul
Raymond Soffa	53 Bul
Gary Goodwin	55 Suz
Reginald Dawes	73 Bul
NOVICE	
Greg Carter	10 Mon
Scott Parker	12 Mon
Al Roper	14 Suz
R.G. Thorton	23 Mon
Don Buxton	23 Mon
KIDS	
Mike Stone	3 Yam
David Miller	9 Yam
David Rossky	12 Yam

TT Scrambles &
Short Track
Perris Raceway
Perris, Calif.
May 31, 1975
By M. Hailey

MINI	
Kirk Johnson	Yam
Robert Tlynn	Yam
John Webber	Yam
100 NOV	
Rob Selvy	Yam
Michael Sharp	Yam
Kevin Rogers	Yam
125 NOV	
Greg Sargent	Yam
David Hambilton	Yam
Dee Tryon	Hon
125 NOV	
Jerry Sarver	Yam
Jeff Johnson	Yam
Curtis Owens	Hod
250 NOV	
Walter Hall	Coo
Mike Geraghty	Yam
John DeBruyn	Yam
250 NOV	
Gary Ludwig	Yam
Jim Champman	Kaw
Brad Cox	Yam
250 AM/EX	
Dorothy Rowe	Yam
John Erickson	Yam
Dennis Thurst	Yam
OPEN NOV	
Kent Wilson	Mai
Bill Cervera	Yam
David Piker	Mai
OPEN NOV	
Arthur Junker	Yam
Gary Pettis	Bul
Lou Gimenez	Tri
OPEN EX	
Rex Hailey	Yam
Andy Skeel	Yam
Stan Ludwig	Tri
100/125 NOV/AM/EX	
Jerry Sarver	Yam
Dorothy Rowe	Yam
Ricky Hoffman	Hon
250 NOV	
Jim Chapman	Kaw
Gary Ludwig	Yam
Don Johnson	Kaw
OPEN NOV	
Arthur Junker	Yam
Mike Baeder	Yam
Gregory Gallup	Yam
OPEN EX	
Andy Skeel	Yam
Rex Hailey	Yam
Dorothy Rowe	Yam

TT Scrambles &
Short Track
Perris Raceway
Perris, Calif.
May 17, 1975
By Maria Hailey

TT SCRAMBLES & ST	
MINI	
Michael Sharp	Yam
Randy Bennett	Pow
Chris Cannon	Yam
100 NOV	
Steven Mott	Yam
Charles Carroll	Yam
Robert Callaway	Kaw
125/175	
Jerry Sarver	Yam
Brad Oxley	Yam
Larry Storment	Bul
250 NOV	
Gary Ludwig	Yam
J. Ward McKee	Kaw
Jim Champman	Kaw
250 NOV	
Michael Allen	Yam
Chuck McConnell	Bul
Ken Fuller	Bul
250 AM/EX	
Gary Staddan	Yam
Dorothy Rowe	Yam
Brad Oxley	Yam
OPEN NOV	
H. L. Custer	Hon
John Bean	Mai
Larry Blake	Yam
OPEN EX	
Don Frauenberger	Yam
Jay E. Lewis	Kaw
Norm Blake *	Yam
Rick Hutchins *	Tri
* Tie	
SHORT TRACK	
MINI	
Chris Cannon	Yam
Randy Bennett	Pow
Marty Jamerson	Hon
100 NOV	
Robert Callaway	Kaw
Charles Carroll	Yam
Spike Shelton	Yam
125 NOV	
Jerry Sarver	Yam
No. 101	—
Leroy Dozois	Hon
250 NOV	
Ken Fuller	Bul
Jim Champman	Kaw
Gary Ludwig	Yam
250 AM/EX	
Dorothy Rowe	Yam
Dave Johnson	Yam
Gary Staddan	Yam
OPEN NOV	
H. L. Custer	Hon
Brian McMillian	Yam
Lou Geminey	Tri
OPEN EX	
Don Frauenberger	Yam
Kyle Thompson	Tri
Stan Ludwig	Bul

ROUTE CHECK

Hacienda Hghts. to Excape Country
I have a Kawasaki KX 125 and need a ride. Will split gas. I will also race at other tracks. Call Dan (213) 336-5314. (14/4x)

Hermosa Beach to CMC MX races
Can carry two other bikes and riders to any CMC MX race in my van. Would like to split gas expenses and or trade off rides. Ask for Steve at (213) 379-3023 or (213) 530-1789. (14/4x)

Fort Lewis to Aberdean or ?
I have a 250cc Ossa and would like to race it up here! Race flat track and if you could give me a ride to the races I would split gas cost. Timothy (206) 967-2357. (15/4x)

Huntington Bch. to CMC races
Can carry 3 bikes in my van. Would like to share rides or split gas, especially to Carlsbad. Ask for Rick (714) 536-7747. (16/2x)

Circle area Long Beach
Rider 35, needs ride to MX practice or ? Have 250 Kaw, will pay gas. Evenings after 5 (213) 433-5429. Norm. (16/3x)

Arcadia to CMC and S.A.M. races
Ride 250 Jr. class, can take one other bike. Split gas or trade rides. Ask for Dan (213) 445-2378. (16/2x)

Pomona to desert or parks
I have a 125 Honda and 750 Triumph. Am looking for play riding partners. Like to go FAST. Girls especially welcome. Tom (714) 623-2267. (17/3x)

San Gabriel-Montebello to enduros
Rider, 29, can carry 1-2 bikes and riders to desert enduros. Have 250 Husky. Bill (213) 289-4905. (18/4x)

San Felipe, Mexico, Memorial weekend
Room for 3 more. Share gas, beer, etc. Bill Ladd, c/o 1537 H Street, Ramona, California 92065. (18/3x)

Northridge to D-37 desert
Can carry one bike and rider to Hare and Hound meets. Will split gas expense or trade rides. Jim on Maico (213) 996-0777. (19/3x)

RESULTS

Mountain High MX
North Fork, Calif.
June 1, 1975

MINI
Ronald Quitorians Hon
Mike Carmichael Suz
100
Tony Lacente Suz
Chris Lehman Suz
Dennis Cantrell Hon
125 JR DIV I
John Alcorn Hon
Max Yancy Suz
Jim Keeney Hon
125 JR DIV II
David Hensley Hon
Brad Martin Hon
Greg Weeks Hon
125 INT
Danny Woods Kaw
Myron Martin Yam
Randy Johnson Hon
125 EX
Steven Brand Hon
Pat Barnett Hon
250 JR
Richard Smith Yam
Buddy Beall CZ
Keith Burson Bul
250 INT
Bruce Lindquist Mon
Don Wilson Bul
250 EX
Parry Klassen Mon
Mark Franklin Hus
OPEN JR
Rick Rogozienski Suz
Kelly Neville Yam
OPEN EX
Jim McCracken Kaw

WMRRA Road Race
Kent, Wash.
June 1, 1975
By Dave McLaughlin

250 PROD
Roger Hill C-A
Mike Sieux Suz
Mark Haskins Yam
400 PROD
Rick Curiston Kaw
Tim Hale Yam
Shaen McElravy Yam
OPEN PROD
Jeff Smith Kaw
Bill White Kaw
Ken Hague Hon
500 CAFE
John Dixon Yam
Rick Curiston Kaw
Michael Ochoa Yam
OPEN CAFE
Jeff Smith Kaw
Frank Del Puppo Kaw
Ken Hague Hon
SIDECAR
Hudson/McKenzie Suz
Hudson/Thomson Suz
Mohr/Steenson BMW
100 GP SINGLE CYL
Len Wells Kaw
Tom Rasp Yam
Paet Hidalgo M-B
125 GP SINGLE CYL
Paul Peiroli Yam
Terry Search Yam
Gordon Van Skike Hon
125 GP TWIN CYL
Ron Fugere Yam
Jay Burchell Yam
Mark Haskins Yam
250 GP SINGLE CYL
Mike Budschat Duc
Greg Tutmark Bul
Andy Tuttle Kaw
250 GP TWIN CYL
Steve Souter Yam
Mike Whittlesey Yam
Bob Foster Yam
OPEN GP
Alan Seddon Yam
Jim Dunn H-D
Frankie Juhan Yam

Half-Mile
395 Cycle Park
Adelanto, Calif.
June 1, 1975

MINI AM/EX
Randy Bennett POW
Gene Jenkins Hon
Chuck Bittle Yam
MINI NOV
David Villanueva YZ
Danny Lizardo Yam
Mike Curd Yam
MINI PP
Pam Bennett POW
Alison Hamilton Hon
Cindy Dumo Yam
125 NOV
Jeff Moon Yam
Marty Woodbury Yam
Terry McCreery Kaw
250 NOV
Don Johnson Kaw
Mike Allen Yam
Bobbie Hunter Yam
OPEN NOV
Arthur Junker Yam
Dave Rebholtz BSA
500 NOV
Wayne Melanson Yam
H.L. Custer Hon
Allen Pond Tri
250 AM/EX
Bill Cain Yam
Carrol Heiland Yam
Craig Roloff Yam
500 AM
Larry Lambert Yam
Steve Miller Yam
Mark Fitzgerald Tri
500 EX
Earl Roloff Yam
Bill Cain Yam
Rip Sweaney Kaw
340 TRI SPORT
Bob Myhre
Jerry Baker
Craig Walker
440 TRI SPORT
Bob Adair
Skip Brown
Larry Rea
290 TRI SPORT
Randy Hanks
Jim Proctor
Bob Hanks

CMC Motocross
Carlsbad, Calif.
June 8, 1975
By Mike Klinger

500 PRO
Rich Thorwaldson Mai
Luke Messer Mai
Bill Rubly Mai
500 INT
Mark Keifer Mai
Dennis Wilson CZ
Ron Dugan Hus
500 JR
Stephan Atwood Bul
Sandy Pulford CZ
Mike Neiswender Bul
250 PRO
Jeff Jennings Bul
Gary Ogden Yam
Scott Montgomery Bul
250 INT
Mike Huddleston DMG
Scott Pittillo Bul
Joel Grant Bul
250 JR I
Dennis Brown Mai
Randy Schumate Suz
Brian Kirby Kaw
250 JR II
Mike Sole Hus
Fred Samuel Mai
Fred Knapp Kaw
125 PRO
John Tessitore Yam
Broc Glover Hon
Tony Wanket Hon
125 INT
Rocky McKee Hon
Art Grajeda Yam
Lance Bryson Hon
125 JR I
Randy Hess Hon
Rich Reveles Yam
John Brust Hon
125 JR II
Tod Gindraux Hon
Greg Rodriguez Hon
Dave Riffel Bul
MINIS
Mike Fratta Hon
Ron Del Bosque Hon

Sandhill Ranch MX
Brentwood, Calif.
June 1, 1975
By Steve Castillo

MINI
Joey Shalg Hon
Joe Williams Hon
Kelly Berry Yam
OLD TIMERS
Steve Slingerland Pen
Doug Feildim Bul
Harold Knoll Pen
100 JR
Brian Odell Yam
David Kaluctian Yam
Tim Leet Suz
125 JR DIV I
Steve Law Hon
Tim Zack Hon
Greg Ward Hon
125 JR DIV II
Ted Collingway Yam
Randy Law Hon
Mark Olin Yam
250 JR
Rod Simmons Yam
Bill Ortner Bul
Herb McWilliams Mon
OPEN JR
Wes Morrell Pen
Bob Riverbar Yam
Tim Dehinger Yam
125 INT
Carl Noons Hon
Nick Gerrero Hon
Allen Rohre Hon
250 INT
Bob Myers Yam
Pete Crowell Yam
Sal Ruiz Yam
125 PRO
Neil MacDannald YZ
Mike Amaral Hon
Stu Bussert Hon
250 PRO
Neil MacDannald Nog
Chris Grewer Hus
500 PRO
Pat Brown Bul
Wayne Morrell Pen
Gary Murphy Hus

CMC West Capitol Rcwy.
Sacramento, Calif.
May 18, 1975
By Barbara Wilcox

MINI 60cc NOV
Kelly Langseth Yam
MINI 60cc EX
Shawn Beaucham Yam
MINI 80cc NOV
Greg Bonovich Yam
Jim Hampton Hon
Kendall Powell Hon
OLD TIMERS
Carl Leihr C-A
Dick Arnold Mai
OPEN AM
Scott Gerhardt Suz
OPEN EX
Duane Yarrow Yam
Allen Yarrow Yam
OPEN NOV
Dave Barton Yam
Richard Smith Suz
Bill Rogers Yam
250 EX
Larry Rippenkraeger Kaw
250 AM
Wayne Reedy Suz
250 NOV
Ron Comos Bul
Donald Taylor Yam
Ralph Willborn Suz
125 EX
Don Cantaloupi Yam
Renny Bruns Pen
125 AM
Robert Friedland Hon
125 NOV MAIN I
Marvin Sillivan Suz
Marvin Woods Suz
Doug Pyne Kaw
125 NOV MAIN II
Dan Bratton Yam
Ben Croew Hon
James Blagg III Suz
100 NOV
Tony Arnold Suz
Mike Stimberg Suz
Daryn Spies Suz

Oregon Motorcycle Road Racing Assn.
1974 season points

125 MULTI GP
Bruce Lind Yam
Jay Burchell Yam
William Carlson Yam
125 SINGLE GP
Diane Cox Suz
Dwyn Miller Suz
Len Wells Yam
250 GP
Ken Botham Yam
Jim Dunn H-D
Brian Oakes Yam
500 GP
Jim Dunn Yam
Ken Botham Yam
Steve Schaefer Yam
OPEN GP
Eugene Brown Yam
Gil Ormayer Kaw
Mike Colyar Yam
250 PROD
Quentin Hogan Kaw
Dennis Ruitenbeek Yam
Ron Fugere Suz
Rob Gore Yam
500 PROD
Gary Bade Yam
Bruce Lind Yam
John Dixon Yam
OPEN PROD
Quentin Hogan Kaw
Gil Ortmayer Kaw
George Roubicek Kaw
OVERALL HI POINT
Quentin Hogan

SRA Speedway North
San Jose, Calif.
May 15, 1975
By W.H. Spencer

SCRATCH MAIN
Rich McMurray
Norm Denny
Dale Stetler
Marty Benck
HANDICAP MAIN
Dennis Robinson
Norm Denny
Paul Orlandi
Marty Benck
SCRATCH CONSY
Frank Cook
Ken Eggers
Jerry Baugh
Ron Long
HANDICAP CONSY
Ken Eggers
Charlie Morse
Jerry Baugh
DIV II MAIN
Mike Faria
John Cook
Mike Denny
JR HANDICAP MAIN
Steve Lucero
Brian Thompson
Jeff Denny

AME MX
Indian Dunes Park
Valencia, Calif.
June 6, 1975
By Barney Drake

125 EX
M. Pillar Hon
T. Luera FMF
R. Miller Hon
250 EX
W. Harper Mai
R. Gill YZ
R. Gibson —
500 EX
M. Sixberry Yam
C. Robertson Mai
D. Cheney Yam
POWDER PUFF
R. Dougherty Hon
MINI JR
S. Allensworth Yam
J. Buchner Yam
H. Troxler Yam
125 JR
B. Ramsey Yam
S. Thompson Hon
B. Turney Hon
100 INT
G. Galindo Suz
100 BEG
W. Neill Yam
G. Meyer
100 JR
K. Bernstein Suz
A. Cofino Suz
J. Lopez Suz
MINI EX
J. Holley Hon
S. Schmitz Yam
A. Whiting Yam
MINI-110
S. Boek Pow
D. Franks Kami
J. Rogers Hon
250 BEG
G. Martinez Pen
B. Farnham CZ
D. Woodman Kaw
125 INT
W. Simons Hon
J. Caper Hon
S. Paulos FMF
100 EX
T. Luera Hon
T. Harper Suz
500 INT
M. Pelley CZ
D. Strayer CZ
250 INT
K. Kilpatrick Yam
D. Dick CZ
D. Mayreis Mai
250 JR
C. Smith Hus
B. Wright Bul
R. Sidicato Bul
125 BEG DIV I
M. Abler Suz
R. Peeples Hon
R. Eutsler Yam
125 BEG DIV II
B. Astle Hon
A. Cofino Hon
D. Waite Suz
500 BEG
P. Birchfield Yam
K. Wear Yam
500 JR
P. Shirley CZ
R. Hunt Kaw
B. Mills Yam
OLD TIMERS
C. Bailey Yam
W. Seituer Suz

Desert Scramblers MX
Grand Junction, Colo.
June 1, 1975

125 NOV
John Cozzette Yam
Richard Hack Yam
Ret Guillory Yam
125 JR
Rory Sundstrom Suz
Mark Brozina Kaw
Jack Ray Car
250 NOV
Melvin Cobb Hon
250 JR
Mike Sligar Yam
Steve Stephens Mon
Ted Walker Hus
250 EX
Shane Cannon C-A
Leroy Blackshear Yam
Jim Tatum Hus
OPEN NOV
Flint Velasquez CZ
Robert M. Dobbs Yam
David Walker Kaw
OPEN JR
Flint Velasquez CZ
Vern Brown Hus
Ken Hecht Rok
OPEN EX
Shane Cannon Yam
Sandy Harris Yam
Ray Patton CZ

S.I.R. Night MX
Kent, Wash.
June 4, 1975
By Sue Sykes

MINI A
Philip Larson Hon
Bill Rowland Hon
Lance Schoening Hon
MINI B
Andy Yarrington Hon
Roger Zoerb Hon
Perrish Anderson Hon
100 A
Bret Rochester Hon
100 B
Tony Comstock Hod
Ron Wolf Yam
100 C
Gary Loney —
Rick Maxwell —
125 B
Dallas Nyblod Hon
Marvin Stykes Hon
Dave Nieradzik Hon
125 C
Tom Hale Hon
Kelly Dolphin Hon
Garth Iverson Hon
250 PRO
Blaine Elledge C-A
Randy Schweizer C-A
Craig Bosler Hus
250 B
Baxton Chelette C-A
Jay Colbert Bul
Rob Dimarco Yam
250 C
Tom Nelson Hus
Mark Clapper Hon
Kevin Peterson CZ
OPEN PRO
Micky Fay Yam
Dan Nixon Yam
OPEN B
George Martin Suz
Tim Bowers Kaw
Dave Burke Mai
OPEN C
Doug Hale Bul
Randy Scott Suz

AMC MX
Saddleback Park
Irvine, Calif.
June 8, 1975

Gary Tomlin Hon
Dave McNew Hon
Amy Musson Suz
MINI JR
Chris Parker Hon
Craig McKee Hon
Mark Manning Yam
MINI INT
Bryan Jorden Yam
MINI PRO
Kurt Sofka, Jr. Yam
Bob Reyes Hon
Jeff Hewitt Bar
100 BEG
Kevin Flaherty Yam
Jeff Miebach Suz
Mike Fitzgerald Hod
100 JR
Jeff Quinn Hon
Dwayne Frank Kam
Jeff Schones Hon
100 INT
Mike Musson Suz
Tim Murphy Hon
Byron Barr Hon
100 PRO
Lamie Oliver Hon
David Dieterle Bar
125 BEG
Steve Babcock Hon
Dan Wiegel Yam
Dwight Wilkinson Yam
125 JR DIV 1
Danny Jean Hon
Bob Bourne Yam
Joseph Ruffino Hon
125 JR DIV 2
Ron Stroner Bul
Kym Kirshenmann Hon
Jim Montgomery Hon
125 INT
Steve Moore Hon
Greg Barrett Hon
Frank Pilato FMF
250 BEG
Dan Snyder Hon
Charles Armstrong Yam
Kurt Sofka Yam
250 JR
Brian Rowe Bul
Howard Bennett Mai
Eric Heideman Kaw
250 INT
Mark Asbury Yam
John Rawson Yam
Darrell Brown Mai
OPEN BEG
Larry Graver II Yam
Charles Blevins, Jr. Hus
Jim Hunter Yam
OPEN JR
Jim Nasser CZ
Mel Kukel Mai
Gibson Philip CZ
OPEN INT
Tom Bice CZ
C.D. Bartee Mai
Ted Tennigkeit Mai
125 PRO
Mike Bell Hon
Bob Stem Yam
Bob Welch Hon
250 PRO
Dave Carlson Mai
Morris Malone Mai
Pete Maly CZ
OPEN PRO
Mike Yorba Mai
Steve Sullivan Mai
Jeff Eierstedt Bul

D-36 Short Track
Fremont, Calif.
May 21, 1975
By W. H. Spencer

60 NOV
Glenn Davis Yam
80 NOV
Torrey Arguello Yam
Cole Hudson Yam
80 JR
Mike Randal Yam
80 EX
Doug Chandler Ind
100 NOV
Babe Scott Hod
Scott Alves Yam
100 JR
Vince Lewis Yam
100 EX
Tony Deatherage Yam
Chuck Halbakken Yam
100 NOV
Wayne Thompson Yam
Bob Zimmerman Yam
125 NOV
Tom Reynolds Yam
Guy Miller Hon
Tony Adragna Yam
125 JR
Ken Netto Yam
125 EX
Rod Spencer Hod
175 NOV
Rich Estrada Yam
Jimmie Whitton H-D
200 NOV
Rich Darnell Bul
Kevin Cadinha Bul
200 JR
Ron Shafer Bul
250 NOV
Kevin French Bul
Tony Gould Bul
Jim Casey Bul
250 JR
Steve Grier Bul
Bill Wheat Mon
Vince Amaral Bul
250 EX
Mike Delacy Yam
Jim Mertens Yam
Pat Hennen Suz
360 NOV
Bob Boten Bul
Errol Longboya Hon
Bryan Whitton Kaw
360 JR
Gary Cooper Yam
Chris Paulson Hon
Steve Grier Yam
360 EX
Scott Pearson Bul
Chuck Miller Yam
Bob Scally Bul

S.R.A.
Speedway North
Sacramento, Calif.
May 30, 1975
By Sneaky Pete

SCRATCH MAIN
Rich MacMurray
Alan Christian
John Cunningham
Norman Denny
HANDICAP MAIN
John Cunningham
Dennis Robinson
Alan Christian
SCRATCH CONSOL
Dale Stetler
Barclay Trehal
Paul Orlandi
Bruce Haserot
HANDICAP CONSOL
Charley Morse
Gabe Dick
Barclay Trehal
DIV II MAIN
John Cook
Dave Cooper
Bob Bellino
JR MAIN
Brian Thompson
Eric Watts
Jim Sizemore

Archie Clark Memorial Scram.
Lodi, Calif.
May 31, 1975

POWDER PUFF
Patty Thompson Suz
Diane Clark Yam
BLACK PLATE RACE
Kim Jorgensen Suz
PRESIDENT'S CHALLENGE
Dennis Kritzer Yam
Gerry Carr Yam
MINIS
OPEN EX
Brian Thompson Yam
Dennis Davis Yam
OPEN JR
John Jones Yam
Shawn Callahan —
OPEN NOV
Fred Winters Hon
Chris Parrigon Yam
80 EX
Fred Merkel Hon
Blair Newell Yam
Rick Ryan Yam
80 JR
Randy Rose Hon
Tony Morgan Cha
80 NOV
Marvin Lewis Yam
John Rabideau Hon
Tracy Hays Hon
60 JR/EX
Mike Johnson Yam
Larry Kruseman Yam
60 NOV
Robert Agness Yam
Mike Botto Yam
SPORTSMEN
OPEN EX
Bill Calicura Tri
John Fite Tri
Rick Otto Tri
Mike Wassman Tri
OPEN JR
George Taylor BSA
Willie Morgan Tri
OPEN NOV
Tom Peterson Tri
Mike McDonald Tri
350-500 EX
John Hlebo Yam
Kim Jorgensen Suz
Mike VanLienden Suz
500 JR
Terry Miller Suz
Mike Starnes Jaw
500 NOV
Richard Alves Bul
Don Whitlow Yam
Phil Hoey Yam
350 JR
Dennis Kritzer Hon
James Mahoney Hon
350 NOV
David Rocha Hon
Bob Davis Hon
250 EX
Duane Yarrow Yam
David Burton Gri
Kim Jorgensen C-A
Ray Huff Suz
250 JR
Red Needham Suz
Shane McFarren Hon
Kip Culver Pen
250 NOV
Dennis Weir Suz
Bruce Sanders Bul
Jim Donnell Hon
200 NOV
Gary Pedrick Bul
Skip Lewis Bul
James Anderson Bul
175 NOV
Rafe Heath Hon
Jeff Thompson Suz
Gary Bedford Suz
125 EX
Steve Brandt Yam
Mike Preston Hon
Greg Hull Hon
125 JR
Fred Bray Yam
Scott Rasmussen Hon
125 NOV
Kenny Burton Yam
Bruce Sanders Bul
James Noreen Suz
100 NOV
Daryn Spies Suz
Steve Crawford Bar
Bob Zimmerman Yam

Lucky 13 Series MX
Puyallup, Wash.
May 30, 1975
By Sue Sykes

MINI SUPER
Gary Watson Ste
MINI A
Philip Larson Hon
Bill Rowland Hon
MINI B
Perrish Anderson Yam
Rick Ryan Hon
Andy Yarrington Hon
100 A
Kim Lefor Hon
Bret Rochester Hon
100 B
Brad Hoyt Suz
John Matney Suz
100 C
Jayne Nickle Hon
Bob Hall Hon
Ted Abernethy Suz
125 PRO
Steve Nolen Hon
Bill Joyce Hon
Mark Haskins Yam
125 B
Dallas Nyblod Hon
Marvin Sykes Hon
Dave Nieradzik Hon
125 C
Ric Dittman Yam
Greg Doyle Hon
Dave Radcliffe Suz
200
John Jones Suz
250 PRO
Randy Schwizer C-A
Lee Voss Hus
Todd Snyder C-A
250 B
Don West Bul
Scott Jensen Mai
Rob Dimarco Yam
OPEN B
R. B. Allen Mai
George Martin Suz
OPEN C
Kevin Collins Yam
James Karch Suz
Robert Morris Yam
OVER 35
Don Allison Yam

SRA Speedway
Ventura, Calif.
June 10, 1975
SCRATCH MAIN
Sonny Nutter
Bill Cody
Dan Becker
Rick Woods
HANDICAP MAIN
Bill Cody
Bill Meister
Larry Shaw
Craig Schaffer
Mike Bast
Bruce Penhall
FEATURE MATCH
Bill Cody
Dubb Ferrell

SRA Speedway
Bakersfield, Calif.
June 14, 1975
SCRATCH MAIN
Steve Bast
Mike Bast
Scott Sivadge
Bob Schwartz
HANDICAP MAIN
Dubb Ferrell
Mike Bast
Sonny Nutter
Mark Cherry
Dean York
Jim Gresham
FEATURE MATCH
Larry Moon
Steve Nutter

SRA Speedway
Irwindale, Calif.
June 12, 1975
SCRATCH MAIN
Sonny Nutter
Bruce Penhall
Dubb Ferrell
Jeff Sexton
HANDICAP MAIN
Mark Cherf
Bob Schwartz
Steve Bast
Sonny Nutter
Larry Shaw
Mike Bast
FEATURE MATCH
Rick Woods
Dan Becker
DIV II
Clint Palmer

SRA Speedway
Costa Mesa, Calif.
June 13, 1975
SCRATCH MAIN
Jeff Sexton
Dan Becker
Bill Cody
Steve Bast
HANDICAP MAIN
Mark Cherry
Dan Becker
Larry Shaw
Dave Sims
Craig Schaffer
Bill Cody
FEATURE MATCH
Sonny Nutter
Jeff Sexton

SRA Speedway
Irwindale, Calif.
June 14, 1975
SCRATCH MAIN
Mike Curoso
Bill Cody
Mike Konle
Danny Becker
HANDICAP MAIN
Lee Crecelius
Larry Shaw
Mike Curoso
Don Stubbs
SCRATCH CONSY
Rick Woods
Billy Meister
Max Koemans
HANDICAP CONSY
Jim Fishback
Wayne Lewis
Bruce Penhall
DIV II MAIN
Mike Bendy
Clint Palmer
Shawn McConnell
MATCH RACE
Mike Konle
Bruce Penhall

Valley Cycle Park
Moorpark, Calif.
June 8, 1975
MINIS
J. Nist — Yam
J. Drury — Yam
B. Hansen — Hon
BEGINNERS
100cc
M. Prince — Suz
S. Richard — Suz
R. Grune — Suz
125cc
D. Headlund — Yam
G. Dycke — Hon
G. Hall — Hon
125cc
K. Headlund — Hon
M. Prince — Suz
J. Meyer — Bul
JUNIORS
125cc
D. Tisdale — Hon
A. Encinas — Suz
D. Ewing — Hon
250cc
J. Webb — Yam
R. Hornaday — Hon
J. Swendsen — Bul
500cc
B. Wilkinson — Yam
R. Wahlstrom — Bul
M. Robinson — Bul
INTERMEDIATE
125cc
G. Ewing — Hon
T. Porto — YZ
S. Moreland — Hon
250cc
J. Dodge — Hon
C. Young — Mai
H. Silva — Kaw
500cc
K. Rider — Mai
S. Wyman — Yam

AFM Road Race
Sonoma, Calif.
June 15, 1975
By Lane Campbell
200 PROD
Rich Kochevar — Yam
Steve McKennan — Yam
John Chermak — Yam
100 GP
Bob Brooks — Kaw
Marv Webber — Kaw
Greg Goodman — Kaw
50 GP
Tom Myers — Suz
Rudy Galindo — Ita
Doug Stanton — Ind
125 PROD
Craig O'Connor — Hon
Ed Sachs — Hon
Greg Overman — Yam
Virginia Aldritch — Yam
350 GP
Harry Klinzmann — Yam
Larry Legarra — Yam
Rudy Galindo — Yam
500 GP
Guy Rucaya — Yam
Vance Breese — BSA
Gerry Reagan — Yam
OPEN GP
Greg Andrus — Duc
Musia Stagy — Tri
Bob Gross — Tri
750 PROD
Martin Siegel — Kaw
Fred Koren — Hon
Rich Kochevar — Suz
500 PROD
Gerald Elkin — Hon
Dwight Vibe — Suz
Gary Sachs — Kaw
SIDECAR
Lougee/Gipe — Hon
Murray/Coleman — Kaw
350 PROD
Herman Pulyer — Yam
Alan Barbic — Yam
Mush Emmons — Yam
250 GP
Harry Klinzmann — Yam
Pat Hennen — Yam
Bruce Taylor — Yam
250 PROD
Wally Karpynec — Suz
Ronald Hlanka — Yam
Dain Gingerelli — Yam
200 GP
Tom Crew — Suz
Donnie Nelson — Yam
Tim O'Hara — Suz
125 GP
Randy Mamola — Yam
Mike Baeder — Yam
Gordon Seim — Yam

CMC Motocross
Saddleback Park, Calif.
June 15, 1975
By Mike Klinger
MINI EX
Rick Atkins — Hon
MINIS
Mike Fratta — Hon
Gary Tomlin — Hon
Gary Tomlin — Hon
Andy Orescanin — Hon
100 JR
Vere Butler — Yam
Mark Bottoff — Hon
Rich Lucas — Suz
125 JR DIV I
Jim Gallagher — Hon
Kym Kirschenmann — Hon
Mark Toycen — Hon
125 JR DIV II
Kevin Harlow — Yam
Don Van Tassel — Yam
Rich Reveles — Yam
250 JR DIV I
Tim Tolar — CZ
Drew Porto — Mai
Steve Jackson — Yam
250 JR DIV II
Rick Rasmusson — Hus
Tom Grbavach — Hus
Jim Logsdon — Hus
500 JR
John Easton — Yam
Brad Bielec — CZ
Craig Robertson — Mai
125 INT
Steve Moore — Hon
Tod Peterson — Hon
Rich Asch — C-A
250 INT
Joe Bonnello — Bul
Mike Huddleston — DMG
Kevin Rodgers — Mai
500 INT
Rick Sanford — Mai
Check Pettigren — Mai
Bill Petras — Bul
125 PROS
Bruce McDougal — Yam
Dan Turner — Hon
Mike Bell — LBH
250 PROS
Bob Elliott — Hus
Bob Stem — CZ
Bill Clements — Hus
500 PROS
Rex Staten — CZ
Jon Derhammer — Mai
Bill Clements — Hus

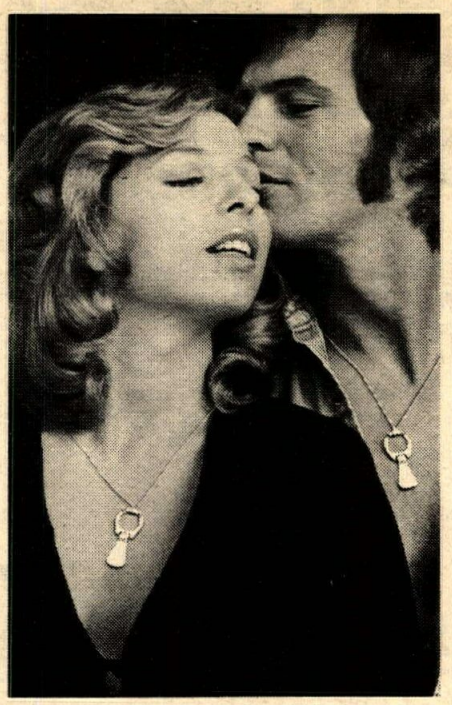
DRA Team Race
Adelanto, Calif.
June 15, 1975
By Dale Brown
TOP TEN
Gordon Schmid/ Morgan Malocco — 400 Yam
Benny Padilla/ Jody Belknap — 250 CZ
Bill Conroy/ Kevin Hasten — 250 Hus
Dale Owens/ Heath Hibbard — 400 CZ
Brad Denham/ Bill Burtscher — 400 Yam
Robert Sands/ Bill Burkhardt — 400 Yam
Dennis McLaughlin/ Vance Schmid — 250 Yam
Tom Mattox/ Ken Bishop — 250 Yam
Eddy Froelich/ Fred Collins — 250 Hus
Gary Praster/ Eric Spaeth — 400 Hus
BEG
Cyrus Palmer/ Danny Joness II — 250 Bul
Cliff Stroud/ Joe Nicolini — 250 Yam
Melvin Sanyres/ Jerry Moran — 250 Hon

RTMC Motocross
& HSMX Qualifier
Carlsbad, Calif.
June 15, 1975
By Hidden Images
PRO
John Smith — Hon
Mark Blackwell — Hus
Chuck Rouse — Hus
500 INT
Dave Moates — Hus
Scott Thompson — CZ
Sandy Pulford — CZ
500 JR
John Milney — Mai
Harold Ayersman — CZ
Randy Ayersman — CZ
250 INT
Lee Austin — Hus
Craig Bontly — CZ
Robert McBroom — CZ
250 JR
Rich Leuker — Mai
Sherman Markland — Yam
C.J. Hunt — Hus
125 JR
Ken Schaelchlin — Hon
Robert McCarty — Hon
Jeff Deilgat — Hon
125 JR HS
Jim Burton — Suz
Val Deilgat — Hon
George Speck — Hon
100 JR
Pete Tholl — Yam
John Ortega — Hod
100 JR HS
Danny Dilkey — Suz
100 EX HS
Randy Hess — Hon
125 INT
Scott Davies — Hon
Corky Pond — Hon
Jim Royle — Hon

CMC Motocross
Irwindale, Calif.
June 13, 1975
By John Bethea
MINI EX
Scott Phillips — Hon
Robert Gray — Hon
Dean Hoag — HG
MINI JR DIV I
Clyde Wilson — Hon
Andy Orescanin — Hon
Eddie Pierce — Ind
MINI JR DIV II
Donny Berry — Yam
Rich Maebe — Hon
Jacquis Ruiz — Hon
100 JR
Ray Barros — Yam
Rick Zamora — Yam
Mark Wiedeman — Yam
125 JR DIV I
Ted Wagner — Hon
Bobby Ross — Hon
George Viens — Hon
125 JR DIV II
Pat Orescanin — Hon
Bruce Walker — HG
Steve Lawler — Hon
125 JR DIV III
Gary Pendleton — Hon
Fred Rohmer — Hon
Mark Montoya — Hon
250 JR
Dennis Serrato — Yam
Chris Dowell — Bul
Chuck Ginter — Yam
500 JR
Brad Bielec — CZ
Dave Gray — Mai
Austin Smith — Yam
125 INT
Bob Evans — Hon
Jim Harris — Hon
Tracy Freeland — Hon
250 INT
Marston Sollender — Yam
Chris Gray — Hon
Mike West — CZ
500 INT
Kirk Benke — Bul
Jon Miller — Mai
Mike Alahuzos — Mai
125 PROS
Don Bongiorno — Hon
Dave Eropkin — Hon
Rob Zamora — Hon
250 PROS
Jeff Vidic — Mai
Jeff Jennings — Bul
Val Tamietti — Mai
500 PROS
Bill Rubly — Mai
Luke Messer — Mai
Jeff Eierstedt — Bul

N.M.A.
Indian Dunes
Valencia, Calif.
May 30, 1975
By C. Whiting
PEE WEES (BEG)
K. Stiles — Ind
T. Burke — Ind
JR CYCLE STK
R. Malott — Hon
JR CYCLE MOD
R. Stiles — Hon
0-83cc STK-NOV (12 & over)
G. Doyle — Yam
J. Buckner — Yam
0-83cc STK-NOV (12 & over)
J. Crowder — Yam
R. Guiterrez — Yam
0-83cc STK-NOV (9-11 yrs)
R. Fleisher — Yam
S. Ryan — Yam
0-83cc STK-NOV (9-11 yrs)
R. Fleisher — Yam
S. Ryan — Yam
0-83cc STK-BEG (9-11 yrs)
D. Barberio — Yam
C. Dumo — Yam
0-83cc MOD-ED (12 & over)
R. Ryan — Hon
0-83cc MOD-NOV (9-11 yrs)
D. Best, Jr. — Yam
S. Ryan — Yam
0-83cc NOV-MOD (12 & over)
G. Goforth — Yam
J. Crowder — Yam
J. Buckner — Yam
0-110cc-OPEN
M. Mercier — Yam
G. Goforth — Yam

Will the Doobie change your love life?



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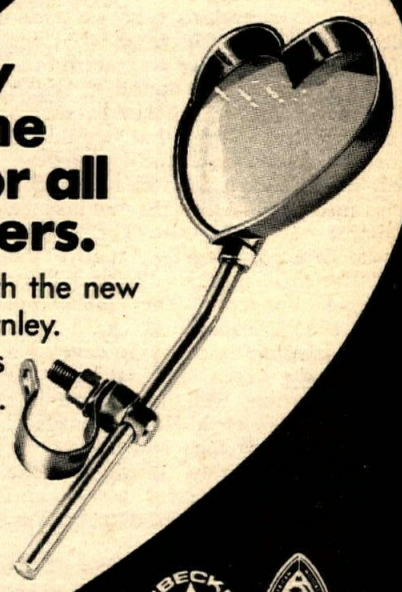
Beck/Arnley announces the Heart Mirror for all Motorcycle lovers.



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HONDA MR-175

The following scene is pure fiction. Any resemblance to any person, living or dead, is purely coincidental.

By Larry Langley

The setting is an executive conference room of the Honda Motor Company. A gathering of top Honda executives look on as the Director of Project MT-125 grovels on the floor begging for forgiveness. "Oh, please, please mighty Honcho, give me another chance," he sniveles. "You dum, dum," Head Honcho replies, "We've got thousands of unassembled 125 MT engines rotting away in the warehouse because you designed a motorcycle which fell flat on its sales face."

"I know, I know, whines the Director of Project MT-125, I should have listened to the American monthly magazines. They're never wrong. But, I have a brilliant idea to salvage the situation!" With this unexpected revelation, the Head Honcho raises an eyebrow, "And what is this great idea, rice-brain?" "Well," says the nervous Project MT-125 Director, (he knew it was now or never), "we take the MT-125 engine cases, use new 175 cylinders, redesign the CR 125 frame slightly using good old mild steel, mount the CR-125 forks and shocks, install knobby tires on our industry standard D.I.D. rims, add a big three gallon enduro type gas tank, small enduro lights, leave the battery out, and we can produce an enduro bike that weighs around 200 pounds!"

The executives are shocked by such a daring proposal. Why, that would go against the grain of the classic Japanese on/off road concept. The Head Honcho lapses into deep thought while the executives nervously wait. The Project MT-125 Director fidgets. Finally, the Head Honcho speaks. "It's a very interesting concept. The marketing people at American Honda have been after us for some time now to develop a true enduro bike. To salvage the MT-125 situation, well, this might just be the way." The Head Honcho turns to the MT-125 sales chart and takes it in. The sales line hardly shows on the graph. Finally, he heaves a sigh and turns slowly to the gathered executives. "Why not." . . .

And so the MR-175 was created. At least that's the way it could have been. And after many, many months of testing, and changing, in an R and D process, the long awaited MR-175 is now upon our shores, and the big question is whether it was worth waiting for. It is. No, the bike is not perfect. But, it is the only Japanese *Enduro* bike. Face it. All the other "enduro" bikes from Japan are on/off road motorcycles which lean quite heavily toward on road use. The MR-175 is the first genuine enduro bike to come out of Japan.

Let's get our major complaint out of the way first so we can tell you about the MR-175's good points. The engine bogs when shifting from first to second and second to third. With stock gearing, no matter how much you scream the engine, it is a definite problem. Why? There are two theories. One is the gearing. Instead of leaving the closer ratio MT-125 gearbox alone, Honda slipped in some new wider ratio gears and the engine, in its present state of tune, just can't pull it. One suggestion might be a six speed gearbox. Actually, the MT-125 five speed will work just fine.

Another theory is that the wide ratios would work fine if the engine just had a little more horsepower. The MR pulled around 14 horsepower on the Webco Dyno, which is hardly earth shattering. In fact, we raced it with a somewhat stock XL-175 four stroke Honda and they ran a dead heat, time and time again. That means the four stroke was actually putting out more horsepower, but the MR was able to stay up with a weight-to-power equalization (It weighed 40 pounds less than the XL).

Thankfully, there is some easy horsepower waiting to be tapped. Some mild porting, a bigger carb, and a pipe should open things up. Gearing it down also helps. For the majority of riders who buy the MR-175, the stock horsepower will be adequate with a change in gearing. For the super serious enduro types, they will have to pull some additional horsepower to be competitive in the desert, especially in power robbing sandwashes. For the woods, maybe just a gearing or gearbox change is needed. Team Honda rider Jay Tullis slipped a MT-125 gearbox in his MR, lowered the gearing just a tad, and rode the Trask Two Day Qualifer. A nasty, bottlenecked hill knocked him off his gold, but he finished without any mechanical problems whatsoever. He came back totally impressed with the little Honda.

The MR-175 comes equipped with a long list of goodies that would cost you a bundle if you went out and bought them. As standard equipment, the bike comes with knobbies front and rear, D.I.D. rims, CR hubs, three gallon pre-mix gas tank, enduro lighting (just enough to get you by and no battery), absolutely the best forks and shocks in its class, a really fine air box, excellent levers and switches and a comfortable, lightweight seat. It all adds up to a superb package.

The three-gallon tank is quite large for a 175, but the shape didn't draw any complaints. A couple more pounds could be saved by going to a plastic tank, but you would have to be a super weight-conscious freak to justify the cost.

While the stock four-ply motocross rear tire gripped just fine, it's better to replace it with a six ply tire for enduros. The four-ply tire was more like a two-ply tire and not very resistant to rocks. We had a flat and put the tire back on so easily, we could have almost done it without tire irons. That's just a little too flexible for our enduro oriented taste. But, you can wait until the tire wears out.

Elsinore CR parts abound on the MR. Throttle, grips, levers, footpegs, are all first rate. The rear pedal snakes over the right footpeg and is vulnerable to rocks even with the MR's generous ground clearance. It's made of malleable steel so it bends instead of breaking. The MR weighs in at a slim 204 pounds dry, and around 225 with a full tank of pre-mix. Not bad at all. It's the lightest Japanese enduro bike and maybe the lightest production enduro bike period.

As for handling the Honda is faultless, whether you are stuffing it into a tight sandwash turn or flying over your favorite desert whoopers. It turns extremely quick (but is stable), which makes it a dynamite woods bike. It's not often you can get on a bike that steers as quick as this one and still feel confident over the whoop-dee-dos. In fact, we took the MR over whoopers at speeds that would terrify you if you were on a normal Japanese enduro bike. The MR came through just fine even with the shocks in the conventional position.

Standard motocross CR front forks worked faultlessly. An honest seven inches of travel kept things in control and if you want more (always more!) there are numerous Honda fork kits available for upwards of eight inches of travel. But for enduros, the stock forks are just fine.

The deeply padded seat was a comfort. The seat was removed with two bolts exposing just about the best air box around. Just one wing nut holds the top of the air box on along with the foam filter. A built in rubber scoop facing the rear keeps water and dust out of the air box, making it absolutely waterproof. We forded tank deep streams and not one drop of mud or water entered the air box.

Ground clearance is quite good but, as usual, the Honda lacks an adequate skidplate. Graham Sheet Metal sent over

ONDA'S FIRST TRUE ENDURO BIKE

one of their new MR-175 skid plates for us to try, and was mounted with a minimum of hassle and provided us with side case protection.

When we picked the bike up at American Honda, they sent along a 51 tooth rear sprocket. They are quite aware of the gearing problem, and feel going to a bigger sprocket will satisfy the great majority of riders who purchase the bike. After the first outing to confirm the gear ratio shortcomings, we tried the 51 tooth sprocket, and it made a big difference. While the top speed of the bike was cut down considerably, the bike was much easier to ride, and though you still had to wring it out the shifts could be made without bogging.

In all the time we had the bike, it never fouled a plug, always started easily, never loaded up and required little more maintenance than tightening the spokes and cleaning the air cleaner. The Kehin carb did its job in an orderly, if mild manner. While the engine revs quite readily, a bigger carb would be in order for those trying to extract that extra horsepower. We feel the engine could easily handle it. We also felt the stock pipe was choking off some power. Bassani Manufacturing built a prototype pipe and we borrowed it for a test. We raced the XL-175 again and the MR was a clear winner. Discussing the situation with Bassani, they stated that with a little porting, the pipe would work even better. A pipe alone isn't going to make gobs of horsepower if the ports are mild in the first place.

We took a Can-Am 175 with us on one outing for comparison and the outcome was quite interesting. The Can-Am has a reputation for being one of the better 175 enduro bikes and we wanted to check it out against the Honda.

While the Can-Am was considerably faster in a drag race (it blew the MR into the weeds), the Honda blew the Can-Am off in the tight enduro type sections. Over rocks and tight canyons the light weight and superior suspension of the Honda floated it through. The Honda was also much easier to turn because of its 30 plus pound weight advantage on the Can-Am.

The MR was an absolute gas to blast through the pucker bushes. The geometry is such that you can lean it over and gas it or just cut the corner, it doesn't matter at all.

All the personal things like handlebars, grips, etc., didn't draw any rider complaints, which must be a new record. Some big footed riders had problems shifting at first, but after we moved the shift lever down a notch (exposing it a little more to rocks), that problem was eliminated. The rubber mounted resettable speedometer worked fine. In keeping with the genuine enduro concept of the bike, no tach, ignition key or fork lock are fitted. Buy a good lock and chain and use it, the MR-175s are going to be popular.

Probably the best way to test an enduro bike is to ride it in an enduro. The MR trophied first time out which, "Ain't too shabby," as Ollie would say. The bike was also used in marking the URA Lame Puppy Enduro. Marking an enduro is really hard on equipment, but it is also an excellent test. When you are laying ribbon on the side of a hill, you approximate getting stuck and having to restart during an enduro. The MR handled every thing we threw at it just fine. We experienced no problems and were quite impressed.

We then took the MR-175 up to Northern California for the annual Chicken Enduro. The bike came through with flying colors, even after being crash tested when our rider came smoking around a corner on a trail, and collided with a large rock. The crash tweaked the bars severely and tore the taillight off, but the MR kept on running.

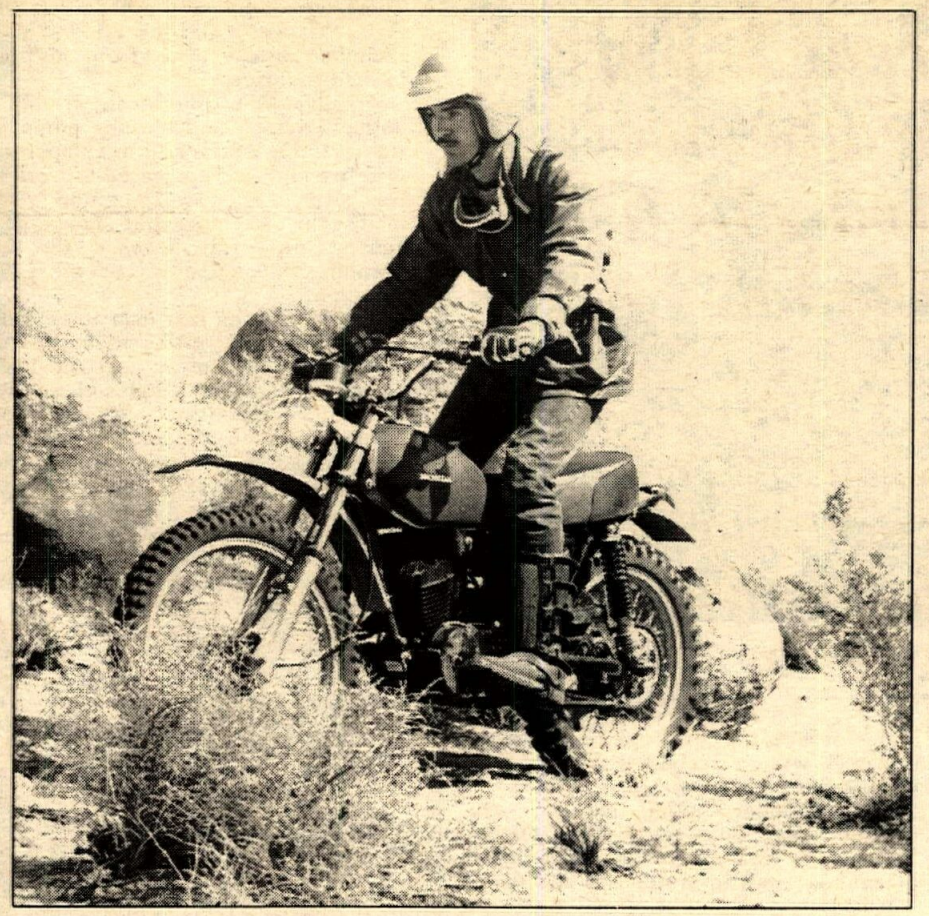
The lack of street legal equipment will possibly hold some riders back from purchasing an MR-175. Honda has stickers all over the bike warning that the bike is for off-road use only. With knobbies, no battery or turn signals a owner will have to go to a lot of trouble to license it.

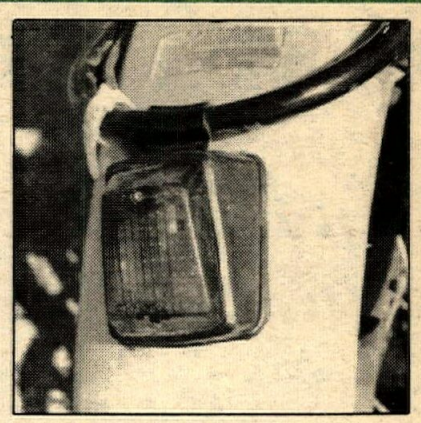
In summation, the Honda MR-175 is a fine enduro bike held back only by wrong gear ratios and/or lack of power for the serious enduro/ISDT rider. These problems can be cured and still have the bike leave the dealer's showroom for under a grand, and with Pentons and Can-Ams going for 1500 big ones that's quite an advantage.

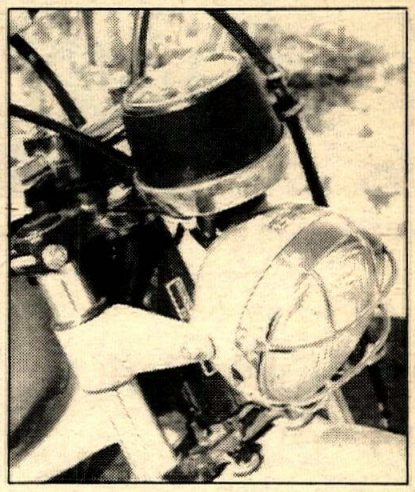
If you're not so serious, a change of gearing is all that is required and at approximately $890 the MR-175 must be rated as an enduro bike bargain at this time.

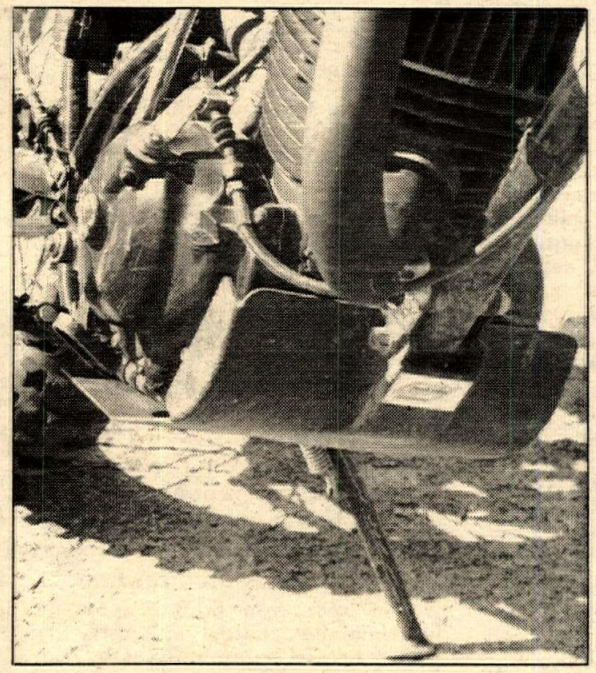
Team Honda enduro rider Jay Tullis has been playing around with his MR-175 and has come up with modifications which solve the power/transmission problems. He thinks with the power modifications the switch to the MT transmission is probably unnecessary.

Fred Hayes down at Mettco has come up with some porting that will let the little Honda breathe with the addition of a 32mm Mikuni carb combined with a Bassani pipe the engine really comes alive. The MR is now very impressive power wise. Jay ran it up against a Can-Am 175 and won in a drag race which is not too bad at all. And the engine is not all that peaky. ●









Top left: Zipping through the pucker bushes was a gas on the quick handling MR. Top right: The taillight is tucked in nicely, so that it doesn't get in your way. Middle right: Rubber mounted speedo and enduro headlight round out the fine equipment on the little Honda. Above left: Accessory skid-plate replaced stock unit and provided better protection. Above right: Taking in the overall view, the MR bears a very close resemblance to the CR motocrosser.

PHOTOS BY LARRY LANGLEY

Specifications

Overall length	80.9 in.
Overall width	35.0 in.
Overall height	44.3 in.
Wheel base	53.7 in.
Weight	204 lbs. (dry)
Engine	
Bore and Stroke	66.0 x 50.0mm
Compression ratio	6.8:1
Displacement	171cc
Chassis and Suspension	
Caster	59 degrees
Trail	5.7 in.
Tire Size:	
Front	3:00 x 21
Rear	3:50x18
Gear ratios-Transmission	
First	3.000
Second	1.875
Third	1.300
Fourth	.958
Fifth	.740

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1528 S. Santa Fe Ave.
Compton, California 90221
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Local hotline cont'd.

THE KLING

Luke Messer is back and is coming on strong.

(Continued from page 21)

Valley Cycle Park

By John Grout

MOORPARK, CAL., JUNE 8

Today's motocross program at Valley Cycle Park managed to produce a batch of tight warfare.

Some of the closest competition was supplied by large fields of both 250 and Open Novices as they went wheel-to-wheel in some real tank slappers, particularly through a new stretch on the backchute where a gigantic water hole had been added to the terrain. Those turning in the big victories in these classes were Jim Webb and Bret Wilkinson, both of whom were straddling Yamahas.

Webb, who captured the overall against a 33-rider 250 crew, did so with a steady two-two-two tally. While Wilkinson, who was racing in the big-bore division mounted on a scooter from Simi Valley Yamaha, scored a grand slammer in the Open class.

Though pursued rather closely in the initial laps of all three heats by riders such as Bob Wahlstrom (Bul), Peter Gallant (Mai), Michael Robinson (Bul) and Dave Kribell, who was mounted on a four stroker valve-engined Honda, winner Wilkinson was able to draw the big Yamaha out for easy wins.

Though losing the first moto to Jere Mason (Mai), the second heat to Ron Hornaday (Hon) and the third round to Tony Mason (Mai), Webb's three straight second place finishes were enough to scoop up the largest trophy at 250cc.

Dan Tisdale, who was sliding a Honda around the new course during the day-long show, came out on top of the 125 Juniors, leaving up-track in the blowby from his stinger, Albert Encinas.

Results in Results Section. •

Tyer never tired

By Mike Klinger

GARDENA, CALIF., JUNE 11

The night stalkers of CMC motocross were out thrashing Wednesday at Ascot Park and the FMF rider Mark Tyer (Yam) was the big winner. Tyer, Jim Domann (Hon) and Jason Yodogawa (Hon) were the lone pack leaders all three motos of the 125 Pros. Tyer ran away with three first place finishes but not until Domann challenged Tyer in the opening laps of all motos. Yodogawa took third overall with a second place finish in moto two.

Val Tamietti (Mai) won for the second time this year in the 250 Pro class after swapping positions with Jeff Jennings (Bul) in motos two and three. Will Harper (Mai) blew off the other riders in moto one action, but injured his arm in the start of moto two and dropped out of competition. Tamietti had finished second to Harper which gave him the overall for the night.

The 500 Pro class was delayed slightly while the officials looked for Joe Johnston's (Mai) fingers. Johnston was leading moto one when he reached down to adjust his chain guide. The result: four tips of his fingers ground off by the counter shaft sprocket and chain. Meanwhile, Bill Rubly (Mai) and Dan Barnes (CZ) walked away with the 500 Pro class, with Rubly ending up on top twice for the overall. Luke Messer (Mai) made his racing debut at Ascot and copped a third in the standings. •

Results in Results Section.

Matterhorn hillclimb

By Ann A. Powell

ORANGE, CAL., JUNE 1

It was an all new Matterhorn that faced the riders today. Vic Wilson, owner of Saddleback Cycle Park, had had the hill revamped.

"It's too easy," complained one rider at the sign up table.

"It looks like a freeway," agreed his companion.

None of the small stock bikes were able to make it over the top from the first starting point. Gary Peterson and Wes Evans, both on modified 250cc bikes, and Craig Mock on a modified 360, did manage from that point. The bigger bikes found the going plenty rough, but quite a few managed to make the top.

Having a fairly large number of bikes make it over the top from the first starting point isn't unusual. After the starting log is moved up, that is when the riders start dropping from competition. Wes Evans was the only 250 to make it over, all the other overs were scored by 400cc bikes.

By the time the second round of competition had been completed the field had narrowed down to under 30 bikes. The starting log was again moved, this time up to the 340 foot level. At this level, the bikes were starting out at such an incline that many could not pull away from the log.

At last Ed Shaver on a monster 1000cc Harley slipped over the top. He even managed to make the ride look smooth! Ed carried one miss over the top (two are allowed) and it looked like he had this climb in his back pocket. There were only nine other riders who had a chance of beating Ed, and all of them had already missed from this point in their first runs.

Finally John Bjorkman, riding a 750cc Triumph and burning pump gas (most of the others still in competition were burning fuel) managed to work his way over the crest. Two more riders made the attempt, but failed. The contest now was between the fuel burning 1000cc Harley and the 750cc Triumph.

Shaver was the first man to be called back to the line. Just as he reached the starting log (quite a feat in itself) something snapped. The big Harley was out of competition! While Shaver headed back to the pits to see what could be done, Bjorkman made his run.

The starter was standing knee deep in loose dirt when Big John and the bike pulled away. It looked like Big John might be able to repeat his previous run, but only got up to the 508 foot mark.

Shaver's bike was completely out of commission, so he borrowed the screaming 836cc Honda of Ron Standeven and came back for his second run. That Honda was known to have amazing power, it had taken the top spot at the Widowmaker just last month.

The start was bad. Shaver held on while the Honda went its way, pulling to the left of the hill. Working the throttle for all he was worth, Shaver fought for control. He finally got back to the center of the trail, but the race was lost. The Honda came to a halt at the 493 foot mark, and the win went to Big John.

Hillclimbing for the season is drawing to a close at Saddleback, with the last climb taking place on June 29. •

Results in Results Section.

AME MX-the difference of daylight and dark

From our correspondent in the field

VALENCIA, CAL., JUNE 8

When Maico-mounted Will Harper is "on," it seems that victory on the Indian Dunes motocross tracks is virtually assured for him.

Harper won both 250-500 Expert combined motos in AME daytime motocross action today. He had done the same thing the previous Friday night under the lights. Actually, Mike Sixbery on a borrowed 400 Monoshock led most of the first Expert moto today with Harper coming up to pass him for the point only on the last lap. In the second 30-minute moto, Harper forged past all competitors including eventual 500 Expert winner Ron Haase, riding a Maico for Cole Bros., by the halfway point of the race. He then continued to stretch out a lead with his error-free cornering all the way to the checkered flag.

Joe Root, riding a Dirt Bike West OSSA for Analube, was Will's main competition in the 250 class. Root was also riding an International Yamaha monoshock in the 125 Expert class but experienced DNF difficulties in at least one moto of each class to keep him out of the top overall listings. Root did, however, set unofficial fast lap time for the day.

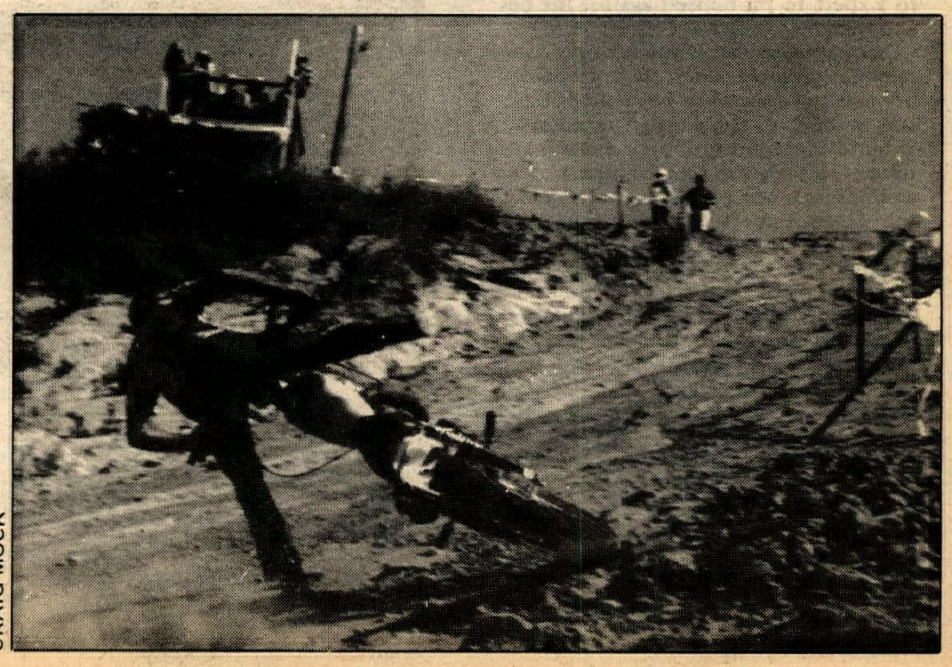
In the 125 Expert class, a large one by local motocross standards, Tom Ryan sent his CR Honda to the front in both motos and never backed off the throttle as he led across the finish line for perfect one-one finishes toward the overall win. Second overall was Mike Pillar, on a CH Honda, who was consistent but seemed slightly off his Friday night winning pace. Mike grabbed the holeshot both times in the 125 Expert go but started fading at about the distance of the shorter night sprint races back to three-four finishes. Joe Root had actually passed Ryan in the second moto and led for a fraction of a lap. Ryan retook the lead by the finish line as Root was later seen pushing the Yamaha disconsolately down the course.

Perhaps the most impressive domination of the Junior classes was demonstrated by Rozz Reed who led the combined 250-500 Junior class with giant leads in each moto. The machinery was a new 400 GP Maico, ridden for Mason's Motorcycles. Nobody was near him after the first lap and he spent most of his 40 minutes on the course lapping traffic. Chris Smith, on an Omo's Husqvarna, was the first 250 rider both times out in this combined class. Chris had previously won the 250 Junior class under the lights on Friday night.

The only other consistent finishes were put together in the Intermediate, Minibike, and Powder Puff divisions. Craig Osborn (Bul) started slow each moto then forged to the front, passing Honda-mounted Willy Simons to win the 125-250 Combined Intermediate class. Simons was first 125 rider in the moto, with an impressive second overall in his first ride. Rhe Glielmi put her CR125 ahead of all the other Honda-mounted ladies to win that class with apparent ease.

S.J. Whiting effectively terminated the normal four-stroke dominance of

How-to demonstration — If you have to get off the bike before it reaches the top, it helps if you know how to do it with grace and style. Lessons are offered by Ron Thompson, a top climber and winner in several classes.



CRAIG MOCK

the minibike classes with flawless 15-minute rides on his Yamaha YZ 80 to handily win both motos. ●

Results in Results Section.

MANUEL BURTON

Greg Zehner took top honors in the 250 Expert Single Half-Mile.

Jeff Wright coming Novice

By Elaine Jones

CORONA, CAL., JUNE 4

Jeff Wright literally ran away with the combined 100 and 125cc Novice short track and half-mile. Jeff has been campaigning a new 125cc Yamaha that is loaded with power, as David Jones will attest to, as Jones tried everything he knew to catch him and settled for second in both classes. Rick Blankenship and Cliff Whetstone somewhat handicapped on 100s had a real good go for the third spot with Cliff taking the short track and Rick getting the nod on the half-mile.

Mike Tidwell was up to his usual excellent self, riding four and winning four. Both 125cc Amateur/Expert classes fell to this mighty mite with Fred Conover working his way through the pack to grab the seconds and Carl Whitt and Dylan Neihart splitting the third place slot.

The 250cc Expert short track was next on the agenda and was packed with the likes of Eddie Lawson, Dan McWhorter, Greg Zehner, Steve Hyder and Ken Renner. The 14-year-old Tidwell was unimpressed and smoked 'em all. Eddie Lawson, an old time rival didn't have such an easy job but managed to get around this year's number one Junior rider Dan McWhorter and take the second.

Tidwell also took the 250cc Expert Twin half-mile, using what has proven to be his style, he was off on top and stayed there. Gordie Kidd is really getting the hang of his twin and ran closer to Mike than anyone as he picked up second. Rick Plueger another improving rider was third.

Greg Zehner came into his own as he picked up the win in the 250cc Expert Single half-mile. Greg has served his apprenticeship as he moved himself up to Expert to pit himself against the best and learn.

Scott Smith came out for one of his rare appearances since he married and became a Papa and showed the folks he still is one of the highest rated riders around. Mounted on Butch Silvas' super tuned 750 Yamaha and barring a few anxious moments from Tom Worfolk the Open Expert half-mile win came smoothly. Doug Hannon rounded out the field.

The Open Novice half-mile was busting at the seams with 11 riders on hand for the Main. Chris Armstrong came on strong to take second place behind Rick Bird.

Eddie San Roman has just about ridden himself into an Amateur rating as he won the 250cc Novice half-mile and Bob Eary has already accomplished it as he won the 250cc Novice/Amateur short track and beat Amateur Dylan Neihart doing it.

Don't forget every Wednesday night at 7:30 p.m. half-mile alternating with TT and short track. ●

Results Pending.

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July 22	Carlsbad, California
July 29	Towaluiga Lake Forsyth, Georgia
August 12	Carlsbad, California
August 19	Edmonton, Canada
August 26	Carlsbad, California

Attention: For reservations to any of the above classes, it is imperative to make reservations at least two full weeks in advance of scheduled class, tuition paid in full. For further info please contact the center (714) 744-2161.

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AME Race Schedule
1st Sunday — Valley Cycle Park
2nd Sunday — Indian Dunes
3rd Sunday — De Anza Park
4th Sunday — Valley Cycle Park
Every Friday night—Indian Dunes
Membership required $7 a year
$3,000 medical insurance.Superbowl
Qualifiers for High School & 500 Pro class
info: 213-881-5778

Cycle News Want Ads do it.

AMC Race Schedule
June 22 — No Race
June 29 — No Race
July 6 — Carlsbad
July 13 — Saddleback
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REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San Diego Fwy., El Toro exit, E 13 mi. First Day thru Nov. sign up 7:30 am, prac. 7:45-8:30, race 9. I/E sign up by 12 noon, racing shortly after. Memb. req. 714/586-7964.

BICYCLE MX
Western Sports A-RAMA on Linclon btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry $2.50, discount card avail. 714/998-6373, 998-3535.

MOTOCROSS
Rawhide Park. Hwy. 74 Elsinore, CA. 714/689-0871.

BICYCLE MX
Saddleback Park, Orange, CA. Power Strokers '75. Signup at 11 am, 1st race 1 pm. Info. 714/639-5832.

2nd Sunday

SRAC/BRRMC MX
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 9. 303/443-0825.

1st & 3rd Sunday

CMC MX
Sand Hill Ranch. From Concord, March Creek Rd. to Camino Diablo. First ranch on Camino Diablo. First moto 9 am. Entry $8, $15 Ex. 100% p.b. to Ex. 30% trophies. 100% trophies to minis. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

HRA TT & HALF MILE
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 8:30-9:30 am. Entry $3 non-memb. Gate $2. No memb. req. Free camping. 25% same day brass. Sil. req. Minis to Pro. 714/246-6109.

2nd & 4th Sundays

NMA MOTOCROSS
Barona Oaks Park, Wildcat Cyn. Rd., Ramoni, CA. Sign up 8 am, Entry $5. 100cc 16 yr. old limit. Cal. Mini, San Diego. 714/749-0953.

MOTOCROSS
395 Cycle Park, Hwy. 395 in Adelanto, CA. Sign up 7-8 am, 1st race 8:30. $2 gate, $4 entry. 40% brass, presented same day. No memb. req. Free camping. 714/246-6109.

4th Sunday

SRAC/BRRMC
TT or SHORT TRACK
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 11. 303/443-0825.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. 714/735-1301, 653-2633.

2nd, 3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

1st & 3rd Mondays

SIDE HACK ASSN. MEETING
Samoa House, 15903 Ventura Blvd., Encino, CA. Start 8:30 pm. Meet lots of people & have lots of fun. For more info. 213/784-1517.

Every Monday Nite

S.A.M. HSMX
Ascot Park, Gardena, CA. Gate open 5 pm, prac. 6, race 7:30. Qualifiers for HSMX Championship in L.A. Coliseum. Entry $5. 18300 S. Vermont, Gardena, CA 90247. 213/321-8859, 321-8863.

Every Tuesday

AMA AMATEUR HALF MILE
Ascot Park, Gardena, CA. 18300 Vermont, Gardena 90247. Racing starts 7:30 pm. For info call. 213/321-1610, 323-9710.

Every Wednesday

OPEN MX PRACTICE
Orange County Int. Raceway, Irvine, CA. Take Sand Cyn. Ave. off ramp. Hwy. 5. Open 3-10 pm. Entry $2 per bike. Fully prepared track under the lights. 714/559-0580.

D-36 SHORT TRACK
Fremont Raceway, CA. Starts Apr. 9 runs thru Oct. 27 race series. Adults $3 gate, Jr. $1. Gate open 4 pm, prac. 5, race 7. For info: 415/327-4461.

D-36 MINI SHORT TRACK
Washoe Cty. Fairground. Reno, NV. Take Wells Ave., exit off I-80, turn L on Wells to Frgnd. Signup 6 pm, race 8. Entry $3. D-36 & AMA cd. req. to race. Western States Racing Assn. Minis only. 702/323-6998.

CMC MOTOCROSS
South Bay Speedway summer series, extra prizes & trophies. Ride the new 1 mi. MX course, lots of sand 200 % p.b. to Pros, 30% trophies to Sptsmn. $6 ride. 714/420-7414.

CRC NITE MX
Indian Dunes, Valencia, CA. Hwy. 126. 3 motos, 30% brass same nite. Cash to Pros. Sign up 6:30 pm, prac. 7, race 8. 213/830-7519.

SPEEDWAY AMA
Inland Motorcycle Speedway, 395 N to Orange Show Rd. E to Arrowhead Ave. N 900 S Arrowhead Ave. Racing starts at 8 pm. 213/446-0969, 884-4092.

CMC MOTOCROSS
Ascot Park, Gardena, CA. Husqvarna Training Center Series. Gate open 4:30 pm, 6-7 prac. 7:30 pm first Jr. race. Entry $6. Super prizes. Pro p.b. CMC lic. req.

Every Thursday

SRA SPEEDWAY
Santa Clara Fairgrounds, San Jose, CA. 1/6 mi. oval. Largest track in state. For info. Bob Barkhimer Assoc., Inc., 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210

HSMX
O.C.I.R. Sand Cyn. off ramp, off I-5. Gate open 5 pm, race 7:30. PO Box 2455, Orange, CA 92669. 714/559-0580.

SRA SPEEDWAY
Irwindale Rcy., Irwindale, CA. 220 yd. oval. Complete Scratch & Handicap Bracket with special Match races periodically. Gate open 6:30 pm, race 8. 213/334-4949, 334-2413.

CMC MOTOCROSS
Portland International Raceway, Portland, Ore. Gate open 5 pm, sign up by 6:45, race 7. 100% p.b., 30% trop. 503/285-7060.

R.A.C.E. HSMX
Corona Raceway, Corona, CA. Open 5 pm., prac. 6, race 7. Entry $4 memb., $5 non-memb. Qualifier for Superbowl. All classes. 30% trophies. Non-high school riders welcome. 714/689-1913.

CMC MOTOCROSS
Delta Park, Portland, Ore. Gate open 5 pm, sign up 5-6:30 pm, prac. 6, race 7. 100% Pro p.b., 30% trophies (6 per class). 503/285-6635.

Every Friday

AME MOTOCROSS
Indian Dunes, Valencia, CA. Sign up 6-7:30, prac. 7-7:30, race 8. Entry $5 Sptsmn., $10, Ex. 100% p.b. to Ex. 30% trophy Sptsmn. $3000 med. ins. AME lic. req. PO Box 1421, Reseda, CA 91335. 213/881-5778.

R.A.C.E. MX
Corona Raceway, Corona, CA. Hwy. 91 to Magnolia or Pierce. Memb. not req. Prac. 6 pm, race 7. Entry $4 memb., $5 non-memb. PO Box 388, Corona, CA. 714/735-1705.

CMC SEMI PRO TT
West Capitol Raceway, Sacramento, CA. Pits open 4:30-7:30 pm, prac. 6-7, race 7:30. Pit gate $3, all riders $2.50. 100% Ex. p.b. 30% trophies. All classes & minis. CMC lic. req. 916/481-4488, 371-3050.

AMA MOTOCROSS
Puyallup Raceway Pk. Take Puyallup exit off I-5, then take Meridian exit. Track is at 159th & Meridian. Gate open 5 pm. Entry $5.50, Pros. $8. PO Box 506, Kent, Wash. 98031. 206/631-1550.

TT SCRAMBLES
Lodi Cycle Bowl. Sign up 5:30-7:30 pm, prac. 6-7:30, Class "C" traction, Semi-Pro. All classes & minis. Entry $3.50 1 bike, 2nd bike $1.50. Race 8 pm. 5801 Morse Rd., Lodi, Calif. 209/368-7182, 931-3722.

CMC NITE MX
South Bay Park Speedway, Chula Vista, CA. All new 1 mi. track. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6. 200% p.b. to Pros. 30% trophies J/I. Post entry only. $3000 rider med. cov. 714/420-7414.

D-18 MOTOCROSS
Shur-foot Speedway, I-55 & Imperial, Mo exit, (S of St. Louis, 10 mi.). Start 8 pm. Entry $2. Shur-foot M/C. 314/351-8116, 773-9858

CMC MOTOCROSS
O.C.I.R., Irvine, CA. Gate open 4:30-6:30 pm, prac. 6-7, race 7:30. Entry $6, inc. adm. No gate fee for riders. Spec. $3 adults, $2 13-16 yrs., $1 8-12 yrs. $3000 rider med. cov. Post

entry only. 714/557-3323.

CMC NITE MX
Irwindale Raceway, Irwindale, CA. Gate open 4:30-6:30 pm., prac. 6-7, race 7:30. Entry $6 inc. admission. No gate fee for riders. Spec. $3 adults, $2 13-16 yrs., $1 8-12 yrs. Under 8 free. $3000 rider med. cov. Post entry only. 714/557-3323.

SRA CLASS A SPEEDWAY
Cal-Expo, Sacramento, CA. I-80 to Cal-Expo turnoff to 1600 Exposition Blvd. Gate opens 6:30 pm, race 8:15. PO Box 694, Glenn Ellen, CA. 707/996-0201.

CLASS A S.R.A. SPEEDWAY
Orange Cty. Fgnd. Costa Mesa, CA. Newport Fwy. to Fair Dr., R to fgnd. First race of 1975 season Apr. 18. Gate open 6:30 pm, race 8:15. PO Box 334, San Clemente, CA 92672. 714/492-9933.

NIGHT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Sign up 5:30-7:30 pm, prac. 6-7:30, race 8 pm. Entry $3.50 + $1.50 extra bike. Inc. ins. & amb. All classes inc. minis. Lodi MC, 5801 Morse Rd., Lodi, CA 95240. 209/368-7182.

D-36 SHORT TRACK
Vallejo Speedway, Vallejo, CA. Gate open 4:30 pm, sign up 4:30-6:30, prac. 5:30-6:30, race 7:30. Pit entry $4, inc. ins. All classes, minis too. American Canyon MC, 2750 Broadway, Vallejo, CA 94590. 707/644-0741.

SRAC CNS HALF MILE
Erie, Colo. Take I-25 out of Denver, N 20 mi., follow "Speedway signs. Start 8 pm, Entry $6 Ex., $4 others. Cash to Ex., trop. others. SRAC cd. req. 303/443-0825.

BICYCLE MX
Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 6:30 pm. Entry $2.50. Discount card avail. 714/998-6373, 998-3535.

Every Saturday

TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Hwy 71 & Lugona Ave. Ride/watch $3/$1.50. Sil. rqd. Camp free & prac. Sunday $1.50. Sign 6, race 8. 714/826-2386, 674-5383.

BICYCLE MX
Valley Cycle Park, Moorpark, CA. Sign up 9 am, start 10. 805/529-9546.

SPTSMN SHORT TRACK
Cycleland Speedway. 14 mi. S of Chico at Hwy. 99E & Gate Shippee Rd. Sign up 5:30-7 pm, prac. 7 pm, race 8. Entry $2.50 ride or watch, $2 xtra for riders entry. All classes thru 360cc. 916/342-9302.

PERRIS NITE TT
Perris Rwy., Perris, CA. Gate open 5 pm, race 7. Entry $3 plus gate fee. Under 18 yrs. must have notary cd. on file to ride. PO Box 371, Perris, CA 92370. 714/657-3678.

CMC SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico, Hwy. 99 & Page Shippee Rd. Prac. 7 pm, race 8. Entry $4.50. All classes thru 360cc. 1/6 mi. Short Track. 916/342-9302.

MOTOCROSS
Valley Cycle Park. Moorpart, CA. $3 entry Sptsmn., $6 Ex. 100% p.b. to Ex. Trophies to others. Start 9:30 am. Track Master 805/529-9546.

SPEEDWAY
Kern Cty. Fairgrounds, Bakersfield, CA. New track surface. "Purple Helmet Match Races" back again. More money to riders. Full Div. I & II prog. Starts Apr. 19 to run thru Sept. 805/324-9701.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & Semi Pro. Entry $5.50.
100% p.b. less 50 cents ins. fee. Spec. $2.50. Quiet mufflers req.

NAPA SPEEDWAY
Town and Country Fairgrounds, corner 3rd & Silverado Trail. Racing starts 8 pm, Adm. $3, students $2, 6-11 $.75, under 6 free.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

S.A.M. MX
Saddleback Park, Orange, CA. No memb., no mail entry. $6 post. Ex. 2x40 min. motos, others 3x20 min. 100% Ex. p.b. Open 7 am. 714/979-9233.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E. 13 mi. First day thru Open classes. Memb. rqd. Open 7 am, race 9. 714/586-7964.

BMX
Saddleback Park, Orange. American Bicycle Assoc. Sign up 11 am, 1st race 1 pm. 714/639-5832, 597-0478.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign 7:30 am, race 9. $5 all classes. 714/653-2633, 735-1301.

D-36 MOTOCROSS
Live Oak Raceway, 9 mi. N of Yuba City on Hwy. 99-signs to track from stop light. Sign up 4 pm, prac. 4:30-6, race 6:30. $7 post entry, $5 mail. All classes. Live Oak Racing Assn. 541 Main St., Yuba City, CA 95991. 916/673-1090, 673-7767.

S.A.M. MOTOCROSS
Saddleback Park, Orange, CA. No memb. req. No mail entry. Entry $7, Ex. $12. 2/40 min. motos E/I. Open 7:30 am. 714/979-9233.

D-36 SCRAMBLES
Fremont Raceway, CA. All classes, inc. minis. Entry $4 ride/pit, $3 gen. adm. Gate open 4 pm., prac. 5 pm, race 6:30.

B.O.S.S. CMC SEMI PRO MX
Helvetia Park, CA. Harbor Blvd. 5 mi. along Sacto River. Gate open 6:30 am, race 9. Entry Sptsmn. $8, Pros $15. Sat. 15 wk. trophy series. 30% trophies, 100% p.b. 916/362-2796.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. Gate open 7:30 am, prac. 8, race 9. No memb. req. Jr. $7, Ex. $12 with $10 p.b. Jr. ride 3/twenty min. motos. I/E, 2/40 min. motos. For info. 714/979-9233.

R.A.C.E. BMX
Bicycle MX, Corona Raceway. PO Box 388, Corona, CA. 91720. Open 9 am, race 10. Entry $1. 18 different classes. 30% trophies same day, fin. ribbons. 714/735-1705, 689-1913.

1st & 3rd Saturdays

HSMX QUALIFIER
Carlsbad Raceway, Carlsbad, CA. Entry $5. 24 slots in L.A. Superbowl. Come on down & qualify. Husqvarna. 714/744-2161.

MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. HSMX riders $3.50 entry. REg. riders $5 J/I, Ex. $10. 100% p.b. 30 min. motos. Gate open 8 am, race 9:30. Great trophies. No memb. req. Husqvarna. 714/744-2161.

June 19

SPEEDWAY
San Jose Fairgrounds. Open 6, race 8:15 pm. $4 reserved box, $3.50 grandstand. Ladies night. 415/327-4461.

June 21

AMA PACIFIC COAST REGIONAL CHAMP.
Castle Rock Fairgrounds, Castle Rock, WA. Promoted by Mt. St. Helens M/C. Entries must be rec. by May 22. Mail entries to AMA, PO Box 141, Westerville, OH 43081. $3000 purse + contingency prizes.

AMA SHORT TRACK
Pioneer Arena, Oakdale, CA. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Sign up 4:30-6:30 pm, prac. 5-6:30 pm, race 7. Entry $3.50 inc. ins. & amb., $2.50 watch. Semi Pro $3.50 entry + $2.50 at sign up. 100% Pro p.b. + $25 added in each Ex. class. 360cc & under, minis too. 209/869-1457.

NMA MINI SPEEDWAY
Irwindale Raceway, Irwindale, CA. Gates open 8 am, first race 9:30. For more info. 213/340-4704.

RTA TRIALS & SCHOOL
Rawhide Park on Hwy. 74, btwn. Elsinore & Perris, 2½ mi. from Hwy. 71. Gate and Trials $5, 20% trophies. School 11 am, trials 2 pm. 714/689-0871.

OCIR HSMX
OCIR. Sand Canyon off ramp I-5. 30% trophies, rider ins., contingencies. For more info. PO 23, E. Irvine, 92650. 714/559-0199.

June 22

CMC SEMI PRO MX
Yreka, CA. Gate open 8 am, sign up 8-9, prac. 9-10, race 10:30. Entry $3 under 50cc, $6 J/I, $12 Ex/Pro. 100% p.b. to Pros. K&G Enterprises, 1926 Lindeena Ln., Redding, CA 96001. 916/241-9279.

NITE MX
Valley Raceway, Phoenix, AZ. N of Phoenix to Carefree Hwy. W 6 mi. Gate open 4:30 pm. prac. 6, race 7:30 pm. Gate fee $3.50, non-EX $4.50, Ex. $6.50. All classes. Guar. Ex. purse. Box 9577, Phoenix, AZ 85068. 602/252-1900.

D-36 SCRAMBLES
Petaluma Fairgrounds, CA. Hwy. 101 btwn. Novato & Santa Rosa & Washington St. turnoff. Sign up 11 am- 1 pm, prac. 1 pm, race 2 pm. Rider post entry $4. All classes inc. minis. II Wheelers of Petaluma. 707/762-8581.

CRC MOTOCROSS
Indian Dunes Park, Valencia, CA. Internat. track. Start 8 pm. For info: 28700 Henry Mayo Drive, Valencia, CA 91355. 805/259-8000.

NRA MX
Valley Cycle Park, CA. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. All classes Beg. thru Ex. 30% trophies same day. 714/689-6114.

SHORT TRACK
Santa Rosa Fairgrounds. All classes, no minis. Sil. req. Class C traction. AMA & D-36 rules. Sign up 3:30 pm-5:30, prac. 4:30-5:30, race 6. All pits $3.50, Spec. $2.50, kids $1.50. 707/546-3903.

D-37 WFO HARE SCRAMBLES
Anderson Dry Lake, CA. Limed from Lucerne. 9 am start. $6 entry. Trail bikes all the way. 2/35 mi. loops. Fin. pins. Checkpoint MC. PO Box 3501, Anaheim, CA 92665. 714/998-0393, 962-1891.

D-36 SCRAMBLES
Fremont Raceway. All classes & minis. Open 4 pm, prac. 5, race 7. $4 ride & pit pass. $3 adults, 6-12 $1. 415/327-4461.

SEMI PRO MX CMC B.O.S.S.
Plymouth Rcwy., Plymouth, CA. Gate open 6:30pm, race 9. Entry Sptsmn. $8, Pros $15. 30% trophies, 100% p.b. New sand track. 916/362-2796.

MOUNTAIN HIGH MX
North Fork, CA. 34 mi. NE of Fresno, N on Hwy. 41 to North Fork turn off; signs posted from turn off. Camping at Bass Lake, 6 mi. from track site. $6 mail, $8 post, Ex. $10 mail, $12 post. PO Box 464, Bass Lake, CA 93604. 209/291-8793.

NAVA STREET RALLYE & POKER RUN
June Ellen's Donut Shop, 4578 Van Nuys Blvd., Van Nuys, CA. Starts 9 am. Pre-entry $4, post $5. 4½ hrs. 110 mi. Trophies, patches. Pre-entry deadline Jun. 17. Finishes in S.F. Valley. 5759 White Oak Ave., Encino, CA. 91316. 213/345-0475, 987-2566.

SEMI PRO H-M
Santa Clara Cty. Fairgrounds, San Jose, CA. Tully Rd. off Hwy. 101, all classes, no minis. D-36 & AMA. Pre-entry $5, closes Jun. 17. Post entry $7.50. 100% p.b. to Ex. $5 pitpasses, $3.50 Adm., $1 kids 6-12. 14 Camp Evers Ln. Scotts Valley, 95066. 408/438-3210, 327-4461.

SRA LONE PINE ENDURO
Limed E of Olancha off Hwy. 395. 60 mi. of new country & trails for average rider. Girls and "C" under 16 go 1 loop. 20% trophies & fin. pins. Mail $9.50, plus 2 SASE to SRA, Box 3882, Torrance, CA. 90510. 213/320-1015.

WORLD MX GP
Carlsbad Raceway, CA. E of I-5 on Palomar Airport Rd. AMA/FIM. Tickets $7 advance, $8 at gate. Come early, prac. Sat. No camping. 714/752-6686.

MOTOCROSS
Neal Snipes Park, 5th & Hamner St., Norco, CA. Sign up 12 pm, race 1. 3 motos/4 laps each. Classes 0-50cc to 125cc. Trophies 1st 3 places. Ex. 100% p.b. 714/735-3900, ext. 18.

MARATHON
Sandhill Ranch, Hwy. 580 to Vasco Rd., N 17 mi. to stop sign turn R. From Concord, Marsh Creek Rd. toward Byron, Rd. becomes Camino Diablo, 1st ranch on right. 1st race 9 am. Pre entry $6, post $8. No cds. req. Sil. req. 30% trophies. Rt. 2, Box 143c, Brentwood, CA 94513. 415/634-3328.

TRIALS SCHOOL & TRIALS
U.S. Honda. Lake Isabella area, Bkfd. to Kern Canyon, Hwy. 178 to Hwy. 155, all marked from Hwy. 155 on Keysville Rd. Sign up 8 am, school 9:30, Trials 1:30. School $3, trials $3. Camping under dam $4. Dry camp on river by school free. Must have fire permit. Under 18 must have parent or not. release. Rt. 4, Box 323. 805/871-3075, 325-4306.

HSMX SUPERBOWL QUALIFIER
Spillway Park, Santa Maria, CA. 101 to Santa Maria riverbed. 1st race 9 am. Sign up 7. 100% p.b. to Ex. 100% trophies. 3292 Ferndale, Santa Maria, CA. 805/937-4043.

D-18 MOTOCROSS
Riverdale Speedway, Telegraph Rd. (Hwy. 231, Missouri) & Meramee River. Rain or shine. 5 classes for m/c & 1 class for minis. Starts 1 pm. $2 entry. Widman H-D Riders. 314/351-8116, 846-9026, 773-9858.

NMA MINI MX
Irwindale Raceway, Irwindale, CA. Gates open 8 am, first race 9:30. For more info. 213/340-4704.

D-36 SEMI PRO MX
Santa Cruz Cty. Fairgrounds. Hecker Pass Rd. Hwy. 152, Watsonville, CA. Signup 6 am-9, prac. 8-9, race 9:30. All classes, D-36 Blue Plate pts. 100% p.b. to Ex. 408/475-3619.

TT
Cota Park, Bend, Ore. 3 mi. W of Bend on Newport Ave., to race sign. 12 am first race. All classes. $100 purse Open class + $2 lap money. Entry fee $5 & $7. 503/389-1966.

June 21-22

MRA/SRAC ROAD RACE
Woody Creek Raceway, Aspen, Colo. All classes Sat. prac. noon, Sun. prac. 8 am-11, race noon. MRA/SRAC, entry $15, memb. $10. 4286 Hooker, Denver, Colo. 80211. 303/751-2663, 232-3600.

June 23

ASCOT HSMX SUMMER SERIES
Ascot Park, Gardena, CA. 30% trophies plus series contingencies. For more info. PO Box 23 E Irvine, 92560. 714/559-0199. Motorcycle class, Tues. 7 pm, Cerritos High School.

June 27

NIGHT MOTOCROSS
Sprockets Park, Hwy. 99 to Hwy. 178, 5 mi. E to Mt. Vernon, then N 2 mi. Sign up 6-7:30 pm, 1st race 7:30. Entry $3. 213 N. Chester, Bakersfield, CA 93308. 805/393-3962.

PRO AMA H-M
Ascot Park, Gardena, CA. Racing starts 8 pm. $3.50, $2.50, $1.

June 28-29

GP ROAD RACE
S.I.R. Kent, Wash. Sat. 3 heats for each GP class, Sun. 5 hr. marathon for street legal bikes, under 400cc Pro, over 400cc Pro, and Open Cafe. Pre-entry by Jun. 21, no post entry. Entry for Sat. $10, Sun. $30 for team. Camping avail. 2210 S. 300, Federal Way, Wash. 98002. 206/243-8584, 839-2536.

June 28

AMA SHORT TRACK
Pioneer Arena, Oakdale, CA. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Signup 4:30-6:30 pm, prac. 5-6:30 pm, race 7. Entry $3.50 inc. ins. & amb. $2.50 watch. Semi Pro $3.50 entry + $2.50 at sign up. 100% Pro. p.b. + $25 added in each Ex. class. 360cc & under, minis too. 209/869-1457

ROUGH SCRAMBLES
Sacramento Raceway, from Sac. Take Hwy. 50 E to Bradshaw Rd. S to Jackson Hwy., to Excelsior, N on Excelsior to Raceway. Sign up 3:30 pm to 7, prac. 5:30-6:30, race 7:30. Riders $3, Spec. $3, under 12 free. 916/363-2653.

2nd ANNUAL BICYCLE MX
Behind City Hall in Long Beach, 2175 Cherry Ave., Signal Hill, CA. Sign up 9:30-10:30 am, prac. 9:30-10:45, race 11. All classes, trophy first three places. Entry $.75 BCA memb., $1 others.

TT & HALF-MILE
395 Cycle Park, Hwy. 395 in Adelanto. Sign up 6-7 pm, race 7:30. $2 gate, $3 entry. 25% brass same day. Free camping. 714/246-6109.

June 29

SCTA WATERMELON EATER TRIALS
Claude Osteen's Park, Pomona. $3 gate, $3 entry, $5 for non-SCTA memb. Sign up 8:45 am, ATA pts. 714/536-8173.

SEMI PRO HALF-MILE
Reno Park Sports Arena, 16 mi. N on Hwy. 395. Reno, NV. Guar. purse $350 + extra $2 for each Ex. entry. Ex. 250 & 360 only. Entry $4 + extra $4 at sign up. Nov/Am 100/125/200. Entry $4. Sign up 8-10:30 am, race 12:30 pm. 702/972-8376, 972-8888.

CMC ROAD RACE
Orange Cty. [illegible] RELOCATED: TO WILLOW SPRINGS [illegible] Irvine. [illegible] classes. Gate open 7 am, prac. 9, race noon. Entry $10 pre, $15 post. 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

DRA RACE
California City, Hare Scrambles 3/20 mi. loops. 9 am start. DRA pts., 20% trophies & fin. pins. $300 purse. Limed 17 mi. N of 4/Corners, also limed from Cal City Golf course. 714/373-4647.

CMC MOTOCROSS
Lake Madera, take Cleveland exit off Hwy. 99 follow signs to lake. Sign up 7 am, prac. 8. Pro $10, Sptsmn $6. 209/674-4042.

CMC MOTOCROSS
Saddleback Park Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

D-36 MOTOCROSS
T-Car-Speedway, Carson City, NV. S Hwy. 395 from Carson City. Sign in 7-9 am, prac. 8-9, race 9 am. Entry $7.50, watch $2.50. Free camping. PO Box 290, Carson City, NV. 702/882-5030, 323-4589.

CRC MX
De Anza Park, Sunnymead, CA. Hwy 60 E. of Riverside, Theodore exit. 3 mots, 30% barss same day, cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

SEMI PRO SCRAMBLES
Salinas Airport, Hwy. 1 & Airport Blvd. Class C traction, sil. D-36 rules. Sign up 8 am, prac. 10 am, race 12. $3 watch/ride, $5 Ex. 100% p.b. Minis too. 408/899-2401, 394-6276

CALENDAR

D-37 H&H
Limed from Red Mtn. 2 loops/40 mi. & 35 mi. $7 entry. 1st race Am/Ex 9 am, Nov. 9:15. Trophy presentation. Antelope Valley Ramblers. 213/996-0150.

MX
Cascade MX Park, Hwy. 97 N between Bend and Redmond. Entry $6 & $8. 50% trophies, 125% p.b. to Ex. All classes + over 40 & Turkey. Overnight camping. 503/382-6645.

MARK KREUTZ BENEFIT MX
Sand Hill Ranch, Hwy. 580 to Vasco Rd. N toward Brentwood to Stop sign, right. Concord area, Marsh Creek Rd. toward Byron Camino Diablo Rd. 1st Ranch on right. No passes or rain checks honored this event. Open 7 am, 1st race 9. CMC card req., all classes. Contingency prizes, 30% trophies. Entry fee $8. 415/634-3328.

SEMI-PRO H-M
Reno Sports Park, N on 395 turn R at Reno Park sign. All classes, no minis. Sign up 8-10:30, prac. 10-11:30 am, race 12:30. Riders & mech. $4, 2nd bike $2.50, Ex. extra $4. Purse $350, plus $2 for every Ex. signed up. 702/972-8376, 972-8888.

POKER RUN
Sign up Spinetti's Bike Shop. 139 Main St., Jackson, CA. Entry $2. Sign up 9 am, start 10-11, last bike in 3 pm. 209/223-1674.

AMA SHORT TRACK
Pioneer Arena, Oakdale, CA. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Signup 4:30-6:30 pm, prac. 5-6:30 pm, race 7. Entry $3.50 inc. ins. & amb. $2.50 watch. Semi Pro $3.50 entry + $2.50 at sign up. 100% Pro. p.b. + $25 added in each Ex. class. 360cc & under, minis too. 209/869-1457

SEMI PRO HALF MILE
Reno Park Sports Arena, 16 mi. N on Hwy. 395. Reno, NV. Guar. purse $350 + extra $2 for each Ex. entry. Ex. 250 & 360 only. Entry $4 + extra $4 at sign up. Nov/Am 100/125/200. Entry $4. Sign up 8-10:30 am, race 12:30 pm. 702/972-8376, 972-8888.

Motocross
Mountain View Cycle Park. 4 mi. from Sandy, Ore. Gate open 8, sign up til 9:30, prac. 9. Entry $6, Pros $10. 100% p.b. 2/30 min. motos. Sil. req.

SEMI PRO ST
Salinas Airport, Hwy. 1 & Airport Blvd. Class C traction, sil. D-36 rules. Sign up 8 am, prac. 10, race 12. $3 watch/ride, $5 Ex. 100% p.b. Minis too. 408/899-2401, 394-6276.

INDOOR MOTORCYCLE SWAP MEET
Great Western Exhibit Center. Santa Ana Fwy. at Atlantic on Eastern Ave. LA. Selling spaces $7 prime locations, $12. All reservations must be made by mail in advance. R.G. Canning Show Headquarters, PO Box 400 Dept. 23, Maywood, CA. 90270. 213/588-7310.

June 28-29

ROAD RACE
Seattle International Raceway, Seattle, Wash. No lic. req. Prac. 9 am, race noon. Entry $12. Washington MC Road Racing Assn. 206/839-2536, 866-6052.

July 4-5

FIRECRACKER GP
Helvetia Park, West Sacto. Gate open 6:30 pm, race 9. Entry $15 Sptsmn (both days), Pros $25 (both days). 30% trophies, 100% p.b. Swimming, camping. B.O.S.S. CMC. 916/362-2796.

P.U.R.R. NATIONAL MC CHAMPIONSHIP
Carlsbad Raceway. San Diego Fwy. to Palomar Airport Rd., E 7 mi. to track. Jly 4, GP, Jly 5, MX. Start 9 am. Entry $12 sptswm. $17 Ex. P.U.R.R. PO Box 7804, Van Nuys, CA. 91409. 213/783-4149.

July 5

SHORT TRACK
Santa Rosa Fairgrounds. All classes, no minis. Sil. req. Class C traction. AMA & D-36 rules. Sign up 3:30 pm-5:30, prac. 4:30-5:30, race 6. All pits $3.50, Spec. $2.50, kids $1.50. 707/546-3903.

TWILIGHT PONDEROSA HARE SCRAMBLES
15 mi. E of Lancaster on Ave. J. New course, 40% trophies. Entry $6. 1st race 7 pm, all classes. 213/324-4747, 360-9287.

FIRECRACKER TT SCRAMBLES
J.C. Fairgrounds, I-10 to Blythe Intake off ramp, N 1 mi. follow signs. Gate opens 6 am, first race 7:30. Entry $6. Super trophies, five riders make a class. 714/922-6786.

H&H TEAM RACE
Cuddeyback Dry Lake, Limed N of 4/Corners. $14 per team, race 9 am. Womens Div. start 8:45. Streaking contest Sat. night. 4ft. Pelican Trophy to best streaker. 213/967-5690.

July 6

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Basic tech. of trials riding up to more advanced styles. Sign up 9 am, school 10, competition 12. Sign up at 11:30 & ride trials only. $5 for club memb., $7 non-memb. Free schools for memb., $2 non-memb. PO Box 2155, Orange, CA 92669.

D-36 SCRAMBLES
Petaluma Fairgrounds, CA. Hwy. 101 btwn. Novato & Santa Rosa & Washington St. turnoff. Sign up 11 am- 1 pm, prac. 1 pm, race 2 pm. Rider post entry $4. All classes inc. minis. II Wheelers of Petaluma. 707/762-8581.

WESTWOOD ROAD RACE
Vancouver, B.C. Canada. CMC lic. req. Run by Westwood MC Racing Club. Entry $12. For info. Rick Davison, PO Box 91, South Burnaby, B.C. Canada. 604/298-2864.

H&H TEAM RACE
Limed N of 4/Corners to Cuddyback Dry Lake. First D-37 team race. Entry $14, start 9 am. DRA&CRC riders welcome. 6107 N. Riverside Ave., Rialto, CA. 92376. 213/967-5690.

BCA COMBO CROSS
Indian Dunes Park, Valencia, CA. Sign up at 7 am, 1st race 9. Expert $20. all others $10. Mini, Jr. PP, 50% trophies. Ex. $1,000 purse. 805/259-8000.

PONDEROSA HARE SCRAMBLES
15 mi. E of Lancaster on Ave. J. Entry $6. Race starts 10 am. New course, 40% trophies. 3/7 mi. loops. Free camping. All classes. 213/324-4747, 360-9287.

TT
Cota Park, Bend, Ore. 3 mi. W of Bend on Newport Ave., to race sign. 12 am first race. All classes. $100 purse Open class + $2 lap money. Entry fee $5 & $7. 503/389-1966.

CMC SEMI PRO MX
Yreka, CA. Gate open 8 am, sign up 8-9, prac. 9-10, race 10:30. Entry $3 under 50cc, $6 J/I, $12 Ex/Pro. 100% p.b. to Pros. K&G Enterprises, 1926 Lindeena Ln., Redding, CA 96001. 916/241-9279.

ROAD RACE
Portland Int. Raceway, Portland, Ore. No lic. req. Run by Oregon MC Road Racing Assn. For info Paul Middlehoven. 503/285-5251, ext. 249.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

ROAD RACE
Portland Int. Raceway, Portland, Ore. No lic. req. Run by Oregon MC Road Racing Assn. For info Paul Middlehoven. 503/285-5251, ext. 249.

MOTOCROSS
Deschutes Cycle Park, 7 mi. N of Bend, Ore. All Jr/Int classes entry $6. Ex. $8. 100% min. cash p.b. Prac. 9-10 am, race 10:30. 503/382-0061.

NIGHT MOTOCROSS
Sprockets Park, Hwy. 99 to Hwy. 178, 5 mi. E to Mt. Vernon, then N 2 mi. Sign up 6-7:30 pm, 1st race 7:30. Entry $3. 213 N. Chester, Bakersfield, CA 93308. 805/393-3962.

July 7

ASCOT HSMX SUMMER SERIES
Ascot Park, Gardena, CA. 30% trophies plus series contingencies. For more info. PO Box 23 E Irvine, 92560. 714/559-0199. Motorcycle class, Tues. 7 pm, Cerritos High School.

July 8

AMA PRO/AM QUARTER-MILE
Ascot Park, Gardena, CA. First race 7:30 pm. $2.50, $1.50, $1.

July 12-13

SRA RIVERSIDE GP
Riverside Intl. Raceway. 75 mi. races over closed course. Special buddy team races on Sunday. Mail entries $10 memb. $12 non-memb. 20% trophies & fin. pins. SRA, Box 3882, Torrance, CA. 90510. 213/320-1015.

July 12

OCIR HSMX
OCIR. Sand Canyon off ramp I-5. 30% trophies, rider ins., contingencies. For more info. PO 23, E. Irvine, 92650. 714/559-0199.

July 13

D-36 MOTOCROSS
Carson City, NV. 3rd year T-Car MX. Overnite camping free. Entry $7.50, $2.50 watch. All classes. Sign in 7-9 am, prac. 8-9, race 9. PO Box 290, Carson City, NV. 702/882-5030. 323-4589.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

D-36 SEMI PRO MX
Santa Cruz Cty. Fairgrounds. Hecker Pass Rd. Hwy. 152, Watsonville, CA. Signup 6 am-9, prac. 8-9, race 9:30. All classes, D-36 Blue Plate pts. 100% p.b. to Ex. 408/475-3619.

SUPER BOWL QUAL.
Saddleabck Park, Orange, CA. Gate open 7 am, prac. 7:30, 1st race 9. Final chance to qualify for Super Bowl. 714/639-5832.

D-37 MX
Valley Cycle Park, Moorpark, CA. Ventura Fwy. to Fillmore Fwy. 23 N to Tierra Rejada Rd. Signup 7:30, prac. 8, race 9. Entry $6 post only. $2 gate. 2/20 min. motos. No minis, rider ins. newly resurfaced track. 805/497-4983.

July 20

CMC SEMI PRO MX
Yreka, CA. Gate open 8 am, sign up 8-9, prac. 9-10, race 10:30. Entry $3 under 50cc, $6 J/I, $12 Ex/Pro. 100% p.b. to Pros. K&G Enterprises, 1926 Lindeena Ln., Redding, CA 96001. 916/241-9279.

SACRAMENTO MILE
CMC National Championship, Cal Expo Fairgrounds, Scaramento, CA. I-80 to Cal Expo exit (Exposition Blvd.) Pre-entry $15, post $25. Card carrying Ex. & Jr. only. $15,000 purse. Sil. req. Wildcat Productions, PO 4525, Stockton, CA. 92504. So. Cal. 714/675-7098, No. Cal. 209/948-4338.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Basic tech. of trials riding up to more advanced styles. Sign up 9 am, school 10, competition 12. Sign up at 11:30 & ride trials only. $5 for club memb., $7 non-memb. Free schools for memb., $2 non-memb. PO Box 2155, Orange, CA 92669.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

BIGGIES & SCHEDS

U.S. National MX Championship series

125cc

July 27
Delta Motorsport Park
Delta, OH
Run with 250cc Inter-AMA

August 3
Appalachia Lake Park
Bruceton Mills. WV
Run with 250cc Inter-AMA

August 24
Shreveport MX Farm
Shreveport, LA
Run with 500cc National

September 7
Cycle Rama
San Antonio, TX
250cc Support Class

500cc

June 29
Polka Dots MC Clbgrnds.
Midland, MI
250cc Support Class

July 13
KOIL Classic
Omaha, NV
Run with 250cc Inter-AMA

August 10
Moto-Masters Park
Mexico, NY
250cc Support Class

August 17
Lake Sugar Tree MX Rcy
Axton, VA
250cc Support Class

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Bizzorro says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

WANT ADS

Wife's bike
90 Yamaha enduro like new, 1400 easy miles, $275.00 firm. (213) 596-0886. (24/TFN)

'74, 250 CZ
9 hours on whole bike. Best offer takes. (213) 597-6539. (24)

'73, 250 MX Yamaha
New tires, Curnutt MX shocks, new spokes, fresh transmission, excellent condition, $600.00. Evenings (213) 532-7035. (24)

** '74 Suzuki TM 125 **
F.M.F. porting and pipe, Misi swingarm with Konis, DG radial head, 28mm carb. Fast and reliable. Other extras, $600.00. (415) 467-9017. (24)

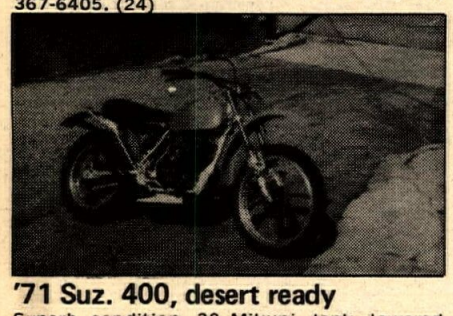
SC500 too much, want trade
Will trade desert ready SC500 with new 5" Curnutts, trick kit, new tires, many extras for 250 Yamaha enduro or sell for $625.00. Call anytime (213) 821-5362. (24)

Jawa speedway bike
Ready to race, 55 gals. of fuel, all gears, and extra tires, Mikuni carb, $1,400.00. Call after 5 o'clock (916) 652-6383. (24)

'74 Yamaha 250 YZ
Bought from T&O Yamaha last year by older man, rode twice. Bike in showroom condition. You know what I paid. Asking $1000.00. Call anytime, Torrance area (213) 328-6061. (24)

1974 YAMAHA DT-360A. Minimum street legal equip., 45 lbs. lighter than stock, new tags, ABS tank, Pettys, excl. street/dirt, 8H6490. $795.00. (213) 996-0610. (24)

'74 — 125 ELSINORE in good condition, must see to appreciate — best offer. (213) 367-6405. (24)



'71 Suz. 400, desert ready
Superb condition, 38 Mikuni, tank, lowered frame, new Wiseco top-end, mild porting, Barum, fenders, etc. $300.00. (213) 664-9901. (24)

1975 YAMAHA 125 MX, $500. Absolutely perfect condition — 30 carb, shocks moved up, Webco fork springs, sett it and you'll want it. Must sell. (213) 767-4741. (24)

'72 Husky 450 CR, $550
Bought in '73, good condition, Konis, Filtron, skid plate, more. (213) 899-0022. (24)

'74, 250 YZ
Clean and fast, new top end and new lower end, Trelleborg tires, $800.00. (213) 442-2564. (24)

Yamaha 100, '74
Excellent condition, T & M pipe, super fast, many extras. $450.00 firm. (714) 737-4996. (24)

YAMAHA 360 MX 1972, like nu, No. 1 fork kit, $525. (213) 281-7398. (24)

'73 Husky 250
Desert ready, Curnutts, Filtron, J. bars, Honda seals, two tanks. Many extras, excellent condition. Must see to appreciate, $700.00. (213) 766-9867. (24)

'74, 125 Elsinore — $ or swap
Wife's bike (honest). Perfect condition. Rarely ridden, never raced. Stock & extra FMF stuff. $650.00 or trade for trials bike of equal value. Let's deal! (805) 252-1420. (24)

OK! OK! Cheapskates!
This is for you low rollers! Suzuki TM400, 1973, desert ready — perfect condition — $400.00. Days (213) 573-1883. (23/2x)

Used 400 monos
Perfect motorcycles at a rock bottom price. (213) 337-6811. (23/3x)

Bultaco Pursangs
'74, 360 — '73, 250 — '72, 350 — '73 and '72. Stored over yr. '74 ridden 12 times, very little use, excellent condition. Loaded with extras. Call after 6:30 p.m. (213) 291-7592. (23/2x)

Norstar/Munari
LEATHERS AND BOOTS.
All sizes available. Boots, $59.95. Leathers, $85.00. C.O.D. anywhere. Call: S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (23/2x)

'73, 250 Yamaha
Clean, standard bore, Oury, Trick-It, P.P., skid plate & took box. New tires, rings & trans. No junk. A steal at $600 firm or ? (213) 246-9255. (23/2x)

Pro wheel
Tru, $7.50, lace and tru, $15.00. Heavy duty spokes available. Parts and accessories also at discount prices. Call (714) 557-8622. (23/3x)

Huskys for desert
Installed with Vesco tank, 350-21, skid pan and desert jetting to make your new bike the most competitive and dependable. Long travel fork kits optional. Bill Saltzman's Motorcycles, Baldwin Park (213) 337-6811. (23/3x)

'70 Yamaha 60 MX
Excellent condition. Not stock. $225.00. (213) 397-0989. (24)

Half mile
360 Yamaha flat tracker, fresh engine in Feb. Red Line frame, Junior points in one year at Ascot, $1000.00. Jeff, day (213) 537-9210, after 6:00 (213) 328-3327. (24)

1974¾ Yamaha 360cc
Only ridden 5 times, extras, perfect condition, $900.00. (714) 838-4017. (24)

Wayne Cook replica
250 Elsinore engine just gone through, 60mm triple clamps, Vented forkcaps, red-line swingarm, new Konis and Poppy bodies, Vesco 3½ gallon tank, MT transmission, $795.00. (805) 252-2227. (24)

ULTRA-TRICK '74, 400 6-SPEED HUSKY — Expert's desert bike, port work, C.R. pipe, G.P. swingarm, gas Curnutts, Tracy fork kit. Too much to list. Well maintained — fast! Must see . . . will deliver! $1,100.00. (209) 781-1546. (24)

Trials lovers
1974 TL 125 Honda, new, with helmet, goggles, $700.00. (714) 375-7315. (24)

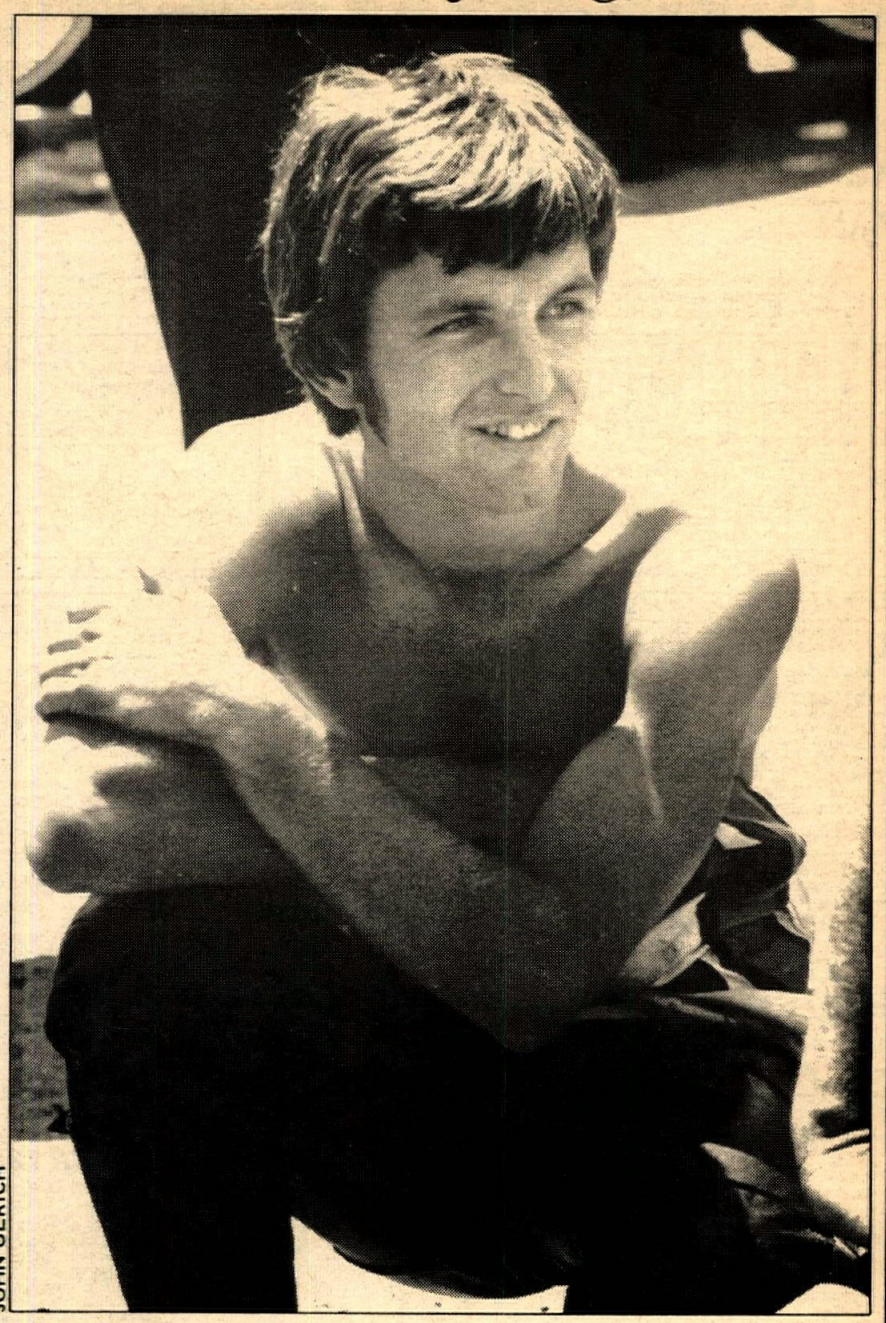
Maico & Yamaha parts, cheap
'71, 400 sq. barrel & head, rear wheel assembly w/450 tire, swingarm & more: Yamaha 250 CDI complete new, '71 cases, SC500 trans. new, 250 barrel & heads, 19" front wheel w/tire & more misc. CHEAP! (805) 525-9383. (24)

'75, 360 Bul
Factory tank, Boge shocks, fenders, never raced. Must sell, $1,250.00 or take over payments. (805) 527-2048. (24)

Factory '73 TM 125
FMF pipe, ports, Webco head, moved up shocks, much more trick stuff. $575.00. Evenings (714) 783-1035. (24)

1973 Yamaha 250 MX
Ported, plastic tank, 4.60 Yokohama rear tire, Filtron, turned down forks, etc. Runs fantastic! $700.00. (213) 331-5792. (24)

When it comes to motorcycling,



JOHN ULRICH

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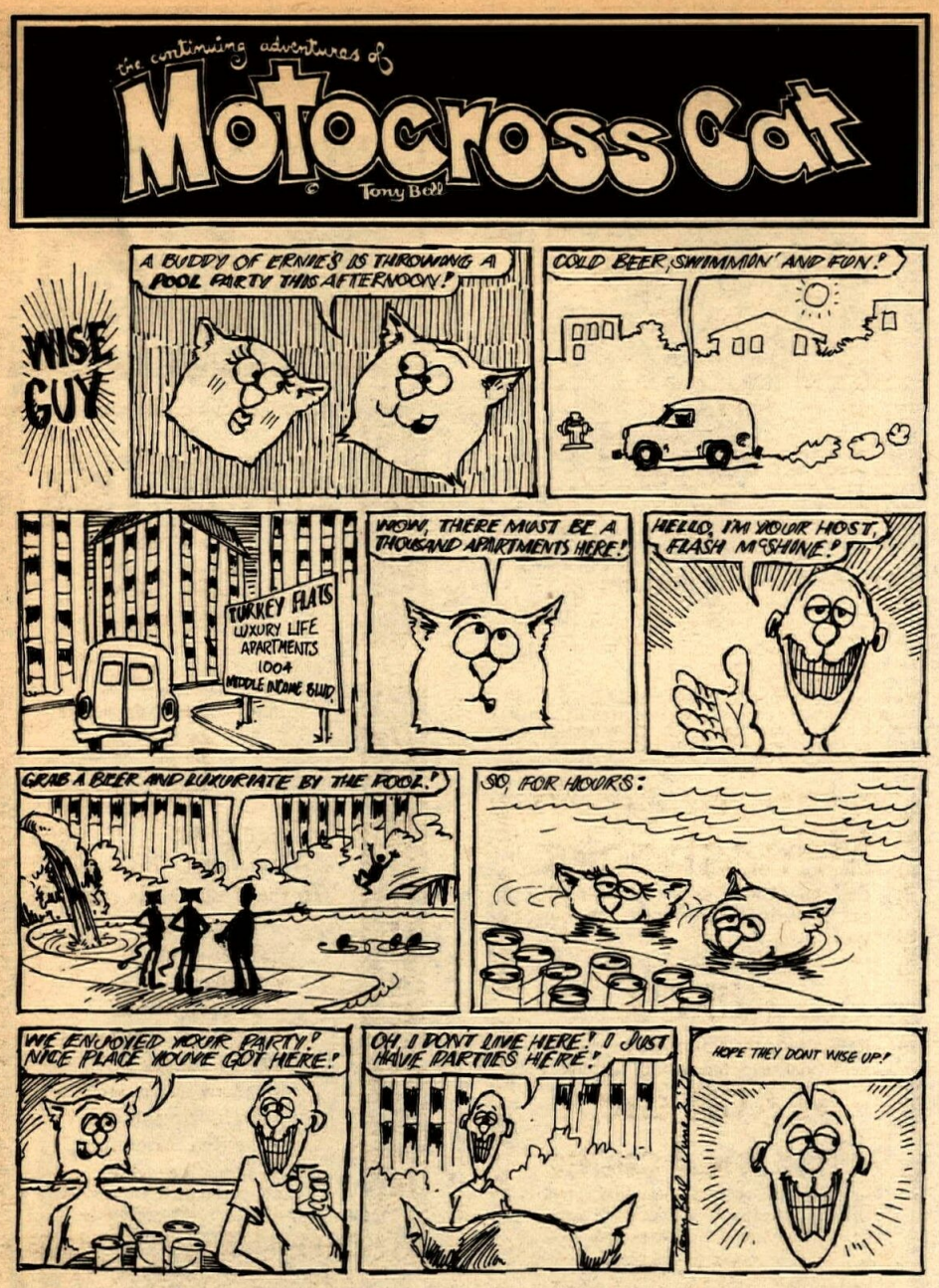

Mike Panti

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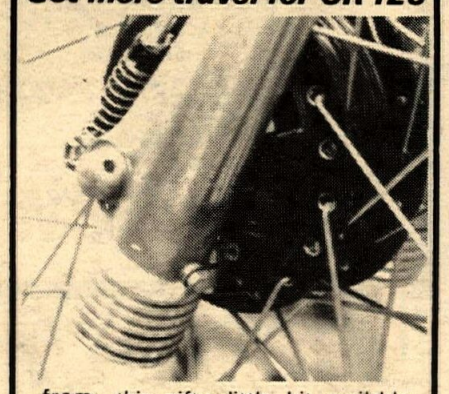
Get more travel for CR 125



from this nifty little kit available from LONG BEACH HONDA, Hi-Performance Division. Increase your CR 125 by a full inch! $59.95. For more details call ***213-423-1433***

Yamaha & Bultaco of El Monte
2859 No. Durfee, El Monte, CA 91732
213-442-5800
Parts Specialist—Sales/Service
mail order anywhere

It isn't racing if you're not passing.

'74 HONDA 125 Elsinore, excellent condition, raced twice, $600.00. (213) 254-1969. (24)

Service manager-mechanic
Must have Honda experience. Paid company benefits. Contact Ron Jackson, Honda Santa Ana, 301 West Warner. (714) 540-7430. (24/3x)

Honda Elsinore 125
1973 Honda 125 Elsinore with D & G 3rd Stage porting, Red Line swingarm, 30mm Mikuni, super-trick, $595.00. (213) 444-3512. (24)

BETOR FORKS, perfect condition, $75.00. Two Husky swingarms, great for moving shocks forward, $20.00 each. Four G60-14 polyglass, $90.00. (213) 423-2900. (24)

'72 SUZUKI TS400J street/dirt, 4,500 miles, $575/offer. Eves. (213) 395-9571. (24)

2 — '74 YAMAHAS, 360 MX & 250 MX. Both equipped the same. Skid plate, M.S. tanks, moved up shocks, Curnutts, Trickit kits & Filtron air cleaner. $850.00 each or make offer. (714) 847-2202. (24)

Parking lot sale
Yamahas, mini-bikes, go-karts. May 31-June 30. Open 7 days. Custom City Yamaha, 15721 Atlantic at Alonda. (24/2x)

WANTED EXPERIENCED PARTSMAN. H.D. and Suzuki dealer. (213) 634-1222. (24)

'69 Greeves 250 MX5
Excellent condition, new top end, 32 Mikuni, leading link, $240.00. After 5 (213) 421-9854. (24)

Fix my truck, buy my
1972 Yamaha DS7 250 Twin. 1600 miles, excellent condition. Must sell. $550.00 or make offer. After 6 (714) 995-7982. (24)

Free gas
Open Road motor home, 19 foot. Tank full, like new, $6,300.00. Trade for van, prefer '71 Dodge. (213) 430-1438. (24)

'72½, 400 CZ
Nickel plated frame, Mikuni, alloy sprocket, DIDs, new tires, Curnutts, 3 plastic tanks, 2 sets plastic fenders, plastic air box, trick pegs & chain guard, 3 pipes, Magura throttle, extra cables, levers, brake shoes & all gears, tools, etc. $775.00. (213) 675-1346. (24)

'70 Yamaha 360
Must sell . . . going away to college . . . xlnt. condition, rebuilt engine, new '75 transmission, Cerianis, Curnutts, Preston Pettys and all the extras. $425.00. Ph. (213) 928-1594 anytime. (24)

HONDA CR 100 kit, barrel, head, carb, piston. After 6 p.m. $200. (714) 827-3227. (24)

LATE 1972 YAMAHA 250 MX. Has never been used for racing, used Sundays for trail riding only, "1976 license." $550.00. Call after 6 p.m. (714) 828-0259. (24)

'73 HODAKA 100. MX-enduro-street, excellent condition, shifter kit, versatile! $300.00/offer. (714) 642-1321. (24)

Bultaco ISDT
'74, 250 Matador, 1700 actual miles, still new, Konis, licensed. (213) 495-2511. (24/2x)

'74 Bultaco 360 Pursang
Many extras, never raced. Make offer. (714) 893-6673. (24)

1974 Honda CR250 Elsinore
Absolutely as new condition. Moved-up Konis, Torque pipe, bronze bushings, Uni-filter and more. Must be seen to appreciate, $750.00. (213) 880-4373. (24)

1971 BSA 500 Single, broken trans., otherwise good condition, $150.00. (213) 699-2869. (24)

Trials freaks
Plan on riding the 7/27/75 National in Layland, Ohio? Better write Russ Davis Trials, Inc., 17761 River Road, Chagrin Falls, Ohio 44022. (216) 543-4083. (24)

CZ 400, 2 years old, DIDs, Mikuni, much more. Asking $700. (213) 446-6622. (24)

250 Elsinore
'73, good condition, skid plate, Curnutts, 350 & 450 tires, racing barrel, aluminum bars & new seals. Also a box of riding accessories. $550.00. (714) 683-3580. (24)

'74 GP Maico 250
F.M.S., aluminum shock bodies, factory tank, aluminum air box, D.I.D.s, $1000.00. (213) 346-9762. (24)

'71 RICKMAN with '73 SUPER RAT engine — fresh bore — Hockie ported & Reed valve — Super handler — super fast — excellent condition — $325.00. Valencia (805) 259-7121. (24)

'74 G.P. Maico
Like new, many extras, fast. Call George (805) 526-9192. $850.00. (24)

'75 HONDA ELSINORE 125, stock, 100 miles on engine, Bell helmet 6-7/8. $800.00 or best offer. (213) 924-2619. (24)

New Yamaha mini-trials
Ridden only 3 times. Good bike. Brand new. Cost $484.00 including T & L. Sacrifice for $295.00. (714) 644-5456. (24)

2 Honda XR80s
Super trick, just modified by Hacienda Honda. New paint, must sell. (213) 675-1860. (24)

V75 Montesa
1 month old, just don't have time to ride, $1,000.00. (213) 768-1848. (24)

'75 Elsinore 125
Stock, ridden 3 times, like new, $775.00. Extras. (213) 691-0119. (24)

G.P. Suzuki
'74 Suzuki TM-125L. Just like factory works, like new condition, $525.00. (714) 629-8045. (24)

Yamaha 250 road racer
TD-3 fresh engine, excellent condition, race ready. Must sell, $995.00. (213) 941-5705. (24)

'71 YAMAHA 250 MX with enduro barrel and piston, Konis, lowered engine, $400.00. Also 1970 YAMAHA 175, $325.00. After 6 p.m. (213) 324-2951. (24)

Parking lot sale
Yamahas, mini-bikes, go-karts. May 31-June 30. Open 7 days. Custom City Yamaha, 15721 Atlantic at Alonda. (24/2x)

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$250.00 custom built. Chrome-plated trailer hitches installed, $45.00. K&B Welding, 1465 Magnolia, Long Beach, California 90806. (213) 436-0666. (24/2x)

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Forward mounted shocks, plastic tank & fenders, alum. Konis, alum. air box, new piston & rings, $750.00. (213) 367-6405. (24)

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3 gallon desert tank, Filtron, 5 inch Curnutts, fork kit, Diamond chain, completely rebuilt & repainted. Must sell! $625.00. Call Rick (213) 448-3363. (24)

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Clean, fast, J&R chambers. Also have brown fairing and rear sets, $800.00. (714) 827-3821 eves. (714) 631-0560 days. (24)

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Very good condition, laid down Boge option, new rear tire, excellent for racing. (213) 459-1262. (24/2x)

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Like new — stored in garage mostly. About 2000 miles on bike. All street gear in box. $325.00 or best offer. (213) 676-3386. (24)

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Slightly damaged, $500.00 as is. Dealer (213) 671-7609. (24)

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Bike fresh, engine, etc. Profab, Koni, extras. $925.00. (213) 283-5212. (24)

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20 yrs. experience. Professional business skills. Willing to learn if necessary. Actual experience in motorcycle sales and service. Professional knowledge of AMA, FIM, AFM, P/R, rules, regulations and operations. Also experience in advertising and race promotions for further info. Please call (213) 329-1497 or write 16129 South Menlo, Gardena, California 90247. (24/2x)

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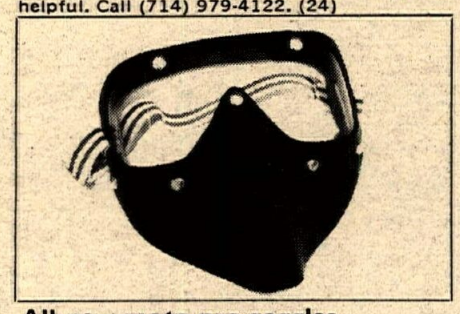

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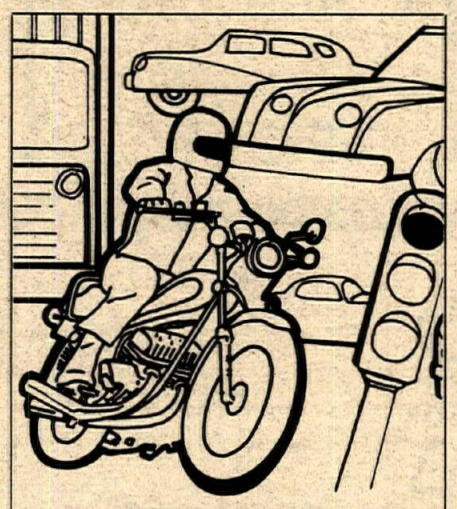

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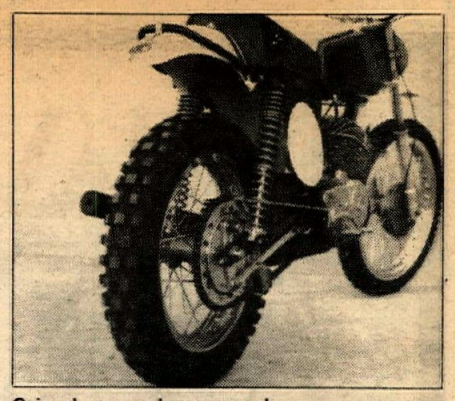

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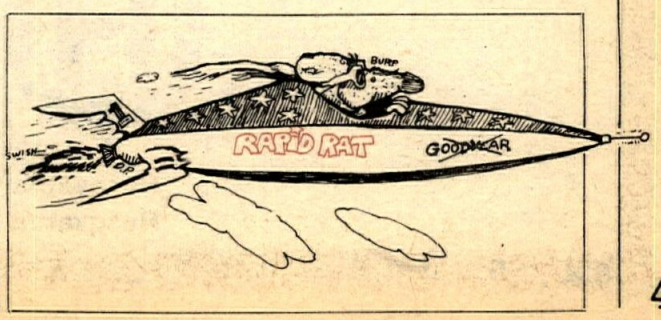

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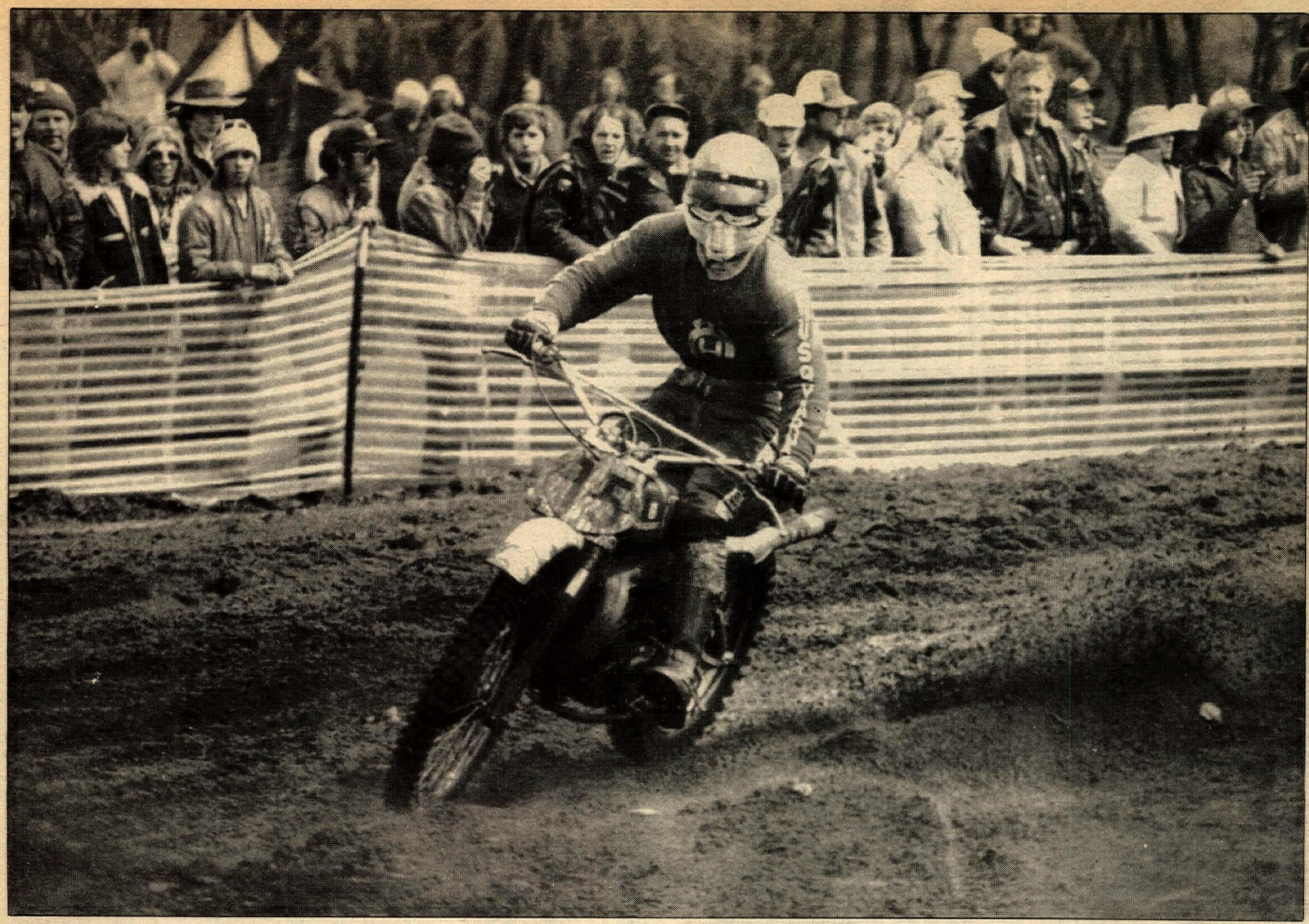

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